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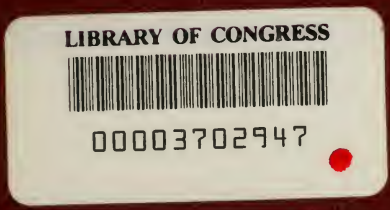


ESTABLISHED IN 1825.

PREMIUM STATIONERY, &c.

THADDEUS DAVIDS,

MANUFACTURER AND IMPORTER OF STATIONERY, &c., &c., 112 JOHN ST., (nearly opposite Cliff) NEW-YORK.

SEALING-WAX in all its varieties, colors, qualities, and prices. 10,000 pounds on hand, from 6 cts to $1 per pound.

WAFERS.—Scarlet red, and fancy colored, every size, various qualities and prices. 10,000 pounds on hand, from $7\frac{1}{2}$ cents to 50 cents per pound.

BLACK, BLUE, RED, JAPAN, and COPYING INK, made expressly for the Steel Pen, and warranted, in 1, 2, 4, 6, and 8 ounces, pints and quarts, or by the barrel. 500 gross on hand.

INDELIBLE INK, with and without a preparation, a very superior article in elegant cases, warranted. 250 gross now ready for the trade.

TRANSPARENT, COLORLESS FRENCH SPIRIT VARNISH, for varnishing Maps, Pictures, Transparencies, Window Shades, fine light colored woods, and for transferring prints, &c., the very best article in the United States.

BLEACHED SHELLAC, perfectly white for hatters' and other uses.

Silver Medal awarded to THADDEUS DAVIDS,

by the *Mechanics' Institute*, for a WRITING FLUID INK, the best known, 1836.

Silver Medal, awarded to THADDEUS DAVIDS, by the *American Institute*, for the best specimens of SEALING-WAX, WAFERS, BLACK and RED WRITING FLUID INK.

Diploma, awarded to THADDEUS DAVIDS, by the *American Institute*, for the best specimens of INDELIBLE INK, 1837.

The subscriber takes this method of informing the trade, that having been a practical manufacturer for the last twenty-one years, of the above articles, his attention has been sedulously directed to the greatest possible excellence of quality, in all that he has made. In consequence, the articles have borne the highest reputation of any in the country. They have been and are now used by Congress, in most of the National and State Public Offices, and by Merchants and extensive dealers all over the Union, and they have taken the FIRST PREMIUMS, (Silver Medals) at the Fair of the American and the Mechanics' Institute, in New-York. Testimonials have been received from almost every quarter, attesting their superiority, and the manufacturer is proud to acknowledge that a discerning public has paid the most gratifying tribute to his exertions, by a demand for his articles far exceeding his highest expectations. All that industry and perseverance can accomplish, he promises to those who may confide their orders to him.

THADDEUS DAVIDS.

SILAS F. AMES.

Dealer in Sperm, Whale, Lard, Tanners,

Linseed and Cod Oils.

Also—Sperm, Tallow and Lard Candles;

Paints, Glass, Putty; Cocoa and

Chocolate; Wicking, &c.

No. 52 Water-street, New York.

CHARLES B. HATCH,

No. 97 William-street,

(Opposite Platt-street,)

New York.

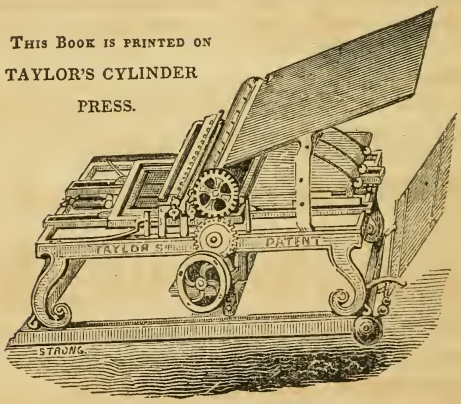
Manufacturer of Stocks, Shirts, Bosoms, Collars, Oiled Silks, Dressing robes, &c., and importer of Cravats, Scarfs, Gloves, Suspenders, Under garments, Hosiery, &c.

A. B. TAYLOR'S

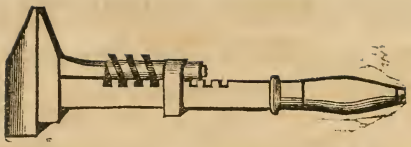
PRINTERS' & BINDERS' DEPOT.

No. 3, 5, & 7 Hague street, (Near Franklin square.)

This Book is printed on
TAYLOR'S CYLINDER
PRESS.



The Subscriber continues to manufacture his Double and Single Cylinder Power Presses, with his Patent Atmospheric Springs. Also an improved bed and platin Power Press, Hand Presses, Embossing Presses, Hand and Steam Roller-Boys. Steam Engines and Boilers, and Machinery of every description made to order, and every article furnished at short notice for a complete Printing Office and Bindery.



Having lately purchased the patent for the Eagle Wrench, I now offer them for sale, at reduced prices. It is manufactured of refined wrought Iron, and case hardened. This Wrench is far superior to any other ever offered to the public.

WILLIAM H. COLYER,

PRINTER AND PUBLISHER,

Nos. 5 & 7 Hague-street

New York.

JOHN W. CONKLIN & CO.

DRAPERS AND TAILORS,

No. 134 Eighth Avenue.

New York.

A Large and General Assortment of Ready Made Clothing constantly on hand.

ASTOR HOUSE.

The apartments devoted to families exclusively, are spacious and elegant.

PRICES.

Ladies' Ordinary - - $2 per day
Gentlemen's Ordinary - 2 per day
Private Parlors, or Suites of Rooms, with private meals - $3 per day each person
Parlors extra.

The charges at this Hotel are regular, and no higher than at other first rate Hotels.

HOURS FOR MEALS.

Breakfast in Ladies' and Gentlemen's Ordinaries - - - - 8 o'clock
Dinner in Ladies' Ordinary - 3 "
Dinner in Gentlemen's Ordinary 3½ "
Tea, from - - - - 6 to 9 "
Supper, from - - 9 to 12 "

These are the regular hours; but if it suits the interest or convenience of our patrons, we provide breakfast at any moment, between daylight and dinner time. Dinners for one or more, at any hour. In short, we take pleasure in providing for the wants of our patrons, regardless of the hour or our own convenience, without extra charge.

Grateful for the liberal patronage which has been given to our establishment, we pledge ourselves to keep it ever in order. We shall en-

deavor, without ceasing, to render everything agreeable to our guests, and respectfully request them to give notice of any negligence.

COLEMAN & STETSON.

GOULD'S SALOON,

No. 10 Fulton-St. New York.

BILL OF FARE.

DINNER.

Roast Beef	6d	Fried Oysters	1s6d	Boiled Turkey oyster Sauce	1s
Roast Veal	6d	Stewed Oysters	1s	Oyster Pie	1s
Roast Lamb	6d	Mountain Oysters		Fresh Salmon	1s
Roast Pork	6d	Corned Beef	6d	Boiled Ham	6d
Beef Tongue	6d	Corned Pork	6d	Corned Ham	6d
Roast Turkey	1s	Pork and Beans	6d	Boiled Fish	6d
Roast Goose	1s	Beef Soup	6d	Meat Pie	6d
Roast Chicken	1s	Mutton Soup	6d	Veal Pie	6d
Roast Duck	1s	Chicken Soup	6d	Lamb Pie	6d
Chicken Pie	1s	Green Turtle Soup		Clam Pie	6d
Chicken Fricasee	1s	Boiled Mutton,	6d	Extra Bread & Butter or Veget.	3d
Ham and Eggs	1s6d	Caper Sauce	1s		
Sirloin Steak	1s	Boiled Lobster	1s		

DESSERT.

Plum Pudding	6d	Apple Dumplings	6d	Rhubarb Pie	6d
Indian do	6d	Apple Pie	6d	Whortleberry "	6d
Bread do	6d	Mince "	6d	Current "	6d
Suet do	6d	Peach "	6d	Cup Custard	6d
Rice do	6d	Plum "	6d	Mush & Milk	9d
Tapioca do	6d	Custard "	6d	Rice and Milk	9d
Strawberry do	6d	Gooseberry "	6d	Bread & Milk	6d

BREAKFAST AND TEA.

Beef steak	6d	Fried Shad	6d	Broiled Mackerel	6d
Veal Cutlet	6d	Fish Balls	6d	Buckwh. Cakes	6d
Mutton Chops	6d	Stewed Oysters	1s	Toast	6d
Ham & Eggs	1s	Fried Oysters	1s6d	Hot Muffins	6d
Fried Tripe	6d	Soused Salmon	6d	Hot Rolls	6d
Fried Sausages	6d	Hash	6d	Hot Corn Bread	3d
Fried Fish	6d	Indian Cakes	6d	Tea or Coffee	3d
Fried Clams	6d	Boiled Eggs	6d	Extra Bread	3d
Fried Liver	6d	Fried Eggs	6d	Indian Bread	3d

BOARD AND LODGING.

CITY HOTEL, NEW YORK.

THE Subscriber has renewed his lease of the above house, which has been refitted and furnished in superior style. The whole exterior and interior have been painted throughout. The Ladies' apartments are materially improved, by widening the stairs and passages, inserting closets, having the halls warmed by furnaces, and the assembly room converted into several suites of rooms for families, and a spacious Ladies' dining room. The public dining room is greatly improved, by a dome designed to increase light and ventilation, and other beneficial alterations. Many of the walls and ceilings have been renewed, and beautifully decorated marble mantels put up throughout the house, and the Croton water is introduced on every floor of the establishment. The house will be amply provided with every requisite, the business will be conducted in the most liberal manner, and the Subscriber and MR. WILLARD who will be associated with him, respectfully solicit the patronage of their old friends and the public.

CHESTER JENINGS.

New York, April, 1846.

JUDSON'S HOTEL,

No. 84 Broadway, New York.

This new and splendid hotel is now open and in successful operation. Its location is unsurpassed, its rooms are spacious and airy. It has been furnished without reference to expense, the convenience of guests only having been consulted. It is in the immediate vicinity of the business part of the city, and within five minutes walk of the Eastern, Western and Southern Depots.

Convenient COLD, WARM, and SHOWER BATHS, are connected with the building, and in short all those modern improvements which in the few years past have been made in first class hotels in this city.

NEW YORK HOTEL,

No. 721 BROADWAY, NEW-YORK,

J. J. COMSTOCK.

E. BUERMEYER,

BROAD STREET HOTEL,

No. 101 Broad street.

THE GERMAN LABORATORY AND MEDICAL STORE.

Recently established at 127 CHAMBERS-STREET *near* HUDSON-STREET, *New York.*

Where all articles in the line are manufactured and sold on reasonable terms. Also on hand a large supply of Drugs, Medicines and Chemicals, prepared under the superintendence of Doctor Solomon Heine, Chemist, Physician and Surgeon—Member of the New York City and County Medical Society, &c. and assistants. Many of the articles are new in this country, but enjoy a high reputation in Germany and Prussia.

Every article is neatly put up in various sizes, accompanied with full directions as regards diet, use, &c.

Physicians and the public are invited to call and examine the different Medical preparations, the Laboratory, and especially the different Chemicals, and if required all information as regards their composition will be given. They are open for inspection at all times. All medicines and prescriptions put up with the greatest care and dispatch. Those not employing a Physician can procure remedies to suit their particular cases, accompanied with directions for use, &c.

☞ A liberal discount made to Country dealers, and all articles may be returned should they not give satisfaction.

GENTLEMEN'S FASHIONABLE AP

No. 31 John, corner

First corner

LE AND RETAIL

SPRING GOODS.

MERES AND VESTINGS,

SORTMENT of all the Fashionable styles

imeres and Vestings, from the well known

French and English houses, at low rates for

r customers, made to order in our approved

FURNISHING GOODS.

Fancy Dress and Undress Goods selected ex-

Scarfs, Stocks, Handkerchiefs, Silk Merino,

ts and Drawers, &c. &c. Also, Linen striped,

d made to order, and warranted to fit.

STS AND DRAWERS.

ino and Cotton.

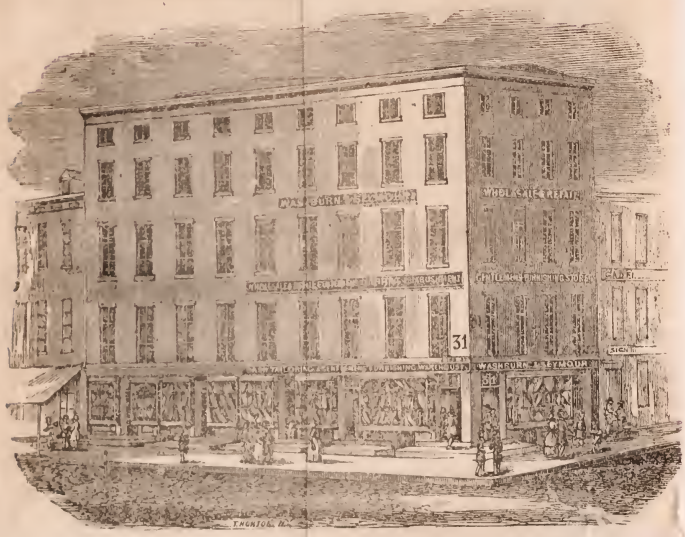
ited to visit this New Outfitting Establishment.

on not for good conduct, truly? Is not this true as applicable to the pretended "Indian,"

GENTLEMEN'S FASHIONABLE APPAREL AND FURNISHING WAREHOUSE,

No. 31 John, corner of Nassau street, New York,

First corner east of Broadway.



WASHBURN & SEYMOUR,

WHOLESALE AND RETAIL

NEW SPRING GOODS.

CLOTHS, CASSIMERES AND VESTINGS,

NOW OPENING A FULL ASSORTMENT of all the Fashionable styles of Black and Coloured Cloths, Cassimeres and Vestings, from the well known Manufactories of Biolley, and other French and English houses, at low rates for Cash. Goods furnished by us for our customers, made to order in our approved style and workmanship.

GENTLEMEN'S FURNISHING GOODS.

A full assortment of the Choicest Fancy Dress and Undress Goods selected expressly for our city trade: Cravats, Scarfs, Stocks, Handkerchiefs, Silk Merino, Gauze Merino and Cotton Undershirts and Drawers, &c. &c. Also, Linen striped, Linen and Muslin Shirts on hand, and made to order, and warranted to fit.

LADIES VESTS AND DRAWERS.

Silk, Merino, Cotton Gauze, Merino and Cotton.

Our Friends and Strangers are invited to visit this New Outfitting Establishment.

PAREL AND FURNISHING WAREHOUSE,

OF NASSAU STREET, NEW YORK,

east of Broadway.

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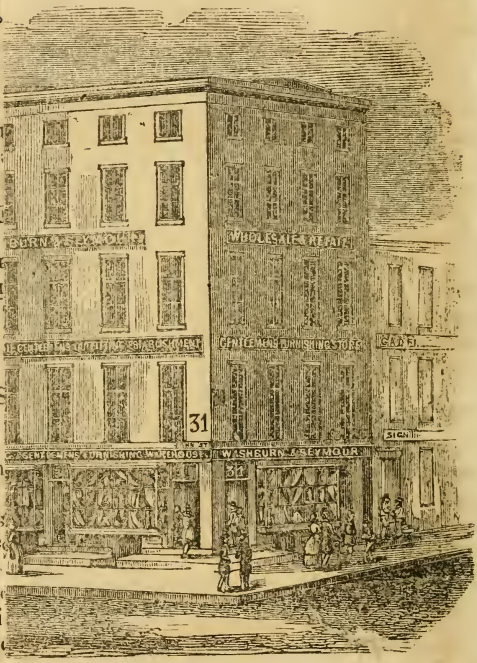

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ers, ——— articles may be returned should they not give satisfaction.

☞ IMPURITY OF THE BLOOD CAUSES pain, and occasions disease upon that part of the body which, from any cause, may be the weakest. Thus, in persons whose blood is impure, should they have a cold, the impure matter would settle upon the lungs, and consumption be the trouble; so with other affections. All trouble is saved by using Brandreth's Pills, which cannot injure, and which cannot be overdone. Only use them in the commencement of any disease, use them in full doses, and you will be up and well, while those who are too wise to take such a simple medicine, are bed-ridden, or prematurely end their days. The Brandreth Pills are only beginning to be appreciated; they are found never to deceive; they are the only internal medicine required in this climate. Be careful of pretended universal purgatives, which cannot be used without injury to the body, as Brandreth's Pills can. What are they? Are they not imitations of the Brandreth's Pills, recommended in advertisements stolen from Dr. Brandreth? Were they not originally counterfeit pills, purporting to be the genuine Brandreth Pills? But in consequence of the new labels on the Brandreth Pill boxes, are they not obliged to come out under other colors equally false? Observe the makers and travelling agents! Are they not men whom Dr. Brandreth has cast off—not for good conduct, truly? Is not this true as applicable to the pretended "Indian,"

RY ☆ OF ☆ CONGRESS ☆ ☆ TH

Fold-out
aceholder

and in fact to nearly all the advertised pills of the day? Shall the public trust their lives in the hands of those unprincipled men? Surely not. The Brandreth Pills give strength for weakness: they are liked best by those who have taken the most of them. Dr. Brandreth can give personal reference to thousands who have been restored from a bed of sickness by their use, when every other means had proved entirely unavailing.

READ—This is to certify that I was taken ill during the season of the cholera, in the year 1832, and continued thus until the Spring of 1842, during which time I was severely troubled with dyspepsia, and all its various train of suffering. I became extremely emaciated, melancholy, and worn out with suffering, so that life itself seemed burthensome. I, in the meantime, applied to a number of the best physicians, who prescribed for me, and many were the bitter doses of medicine that I took; but without avail. At last

I YIELDED TO DESPAIR.

The idea of taking the prescriptions of the physician longer was useless, and I was utterly opposed to taking pills. My friends became alarmed; often solicited me to try Brandreth's Pills, asserting that they had derived great benefit from their use. At last I was tempted to give them a trial, and it is but just to say, that after using them a short time, I began to recover, and soon was

ENTIRELY RESTORED TO HEALTH,

and I think it a duty which I owe to the world

and to Dr. Brandreth, to make this public acknowledgment.

N. Bliss.

Bushwick, King's County, L. I., March 1.

The Brandreth's Pills are sold at twenty-five cents per box, at Dr. B. Brandreth's principal office, No. 241 Broadway, N. Y., and by one Agent in every town throughout the United States, and the Canadas.

AN EXTRAORDINARY WORK,

AND ONE WHICH SHOULD BE IN THE HANDS

OF EVERY

MARRIED PERSON.

MORAL PHYSIOLOGY, or a plainly written Treatise on the Popular Question, by the Hon. R. D. Owen, with additions and alterations, by R. Glover, M. D.

To every person of sound common sense, this work is one which will command the highest praise. It is true, a few ignorant people may condemn it, but the editor is fully persuaded that the high importance of the subject of which it treats will present itself so forcibly to reflecting minds, that it must command respect. Were this book carefully read by every married

person, and its advice strictly followed, we are persuaded that a different state of society from the present would exist.

The terrors of poverty, and the prospect of a family of children which could be but poorly reared, prevent many prudent people from entering the matrimonial state; but here is a work which will tell you important secrets, which may obviate all such objections to a happy connubial relation, and which thousands of married people would give all they possess to understand fully.

The editor is not allowed to state in public the character of this work more in detail, but he knows that it is one which will meet with universal approbation the moment it becomes known among married people.

Persons wanting copies of this important Physiological work, by enclosing one dollar to Dr. R. Glover, No. 2 Ann st., or to box 1802, New York Post Office, will insure the sending of the work in question. Postage on the Book is five cents.

JOHN M. DAVIES & JONES,

106 WILLIAM ST., (SOUTH-EAST CORNER OF JOHN,)

IMPORTERS OF

Merino Shirts, Gauze Shirts, Ladies' Gauze Vest, Brown and White Cotton Shirts, Merino

Drawers, Gauze Drawers, Brown Cotton Drawers, Merino Hose and half Hose, Brown and White Cotton half Hose, ribbed and plain, and all other kinds of Gentlemen's Hosiery, Gloves, Suspenders, Cravats, Scarfs, and Handkerchiefs.

Also Importers and Manufacturers of Caps, Stocks, Collars, Bosoms, Shirts, Oiled Silks, Glazed Silks, Glazed Lawn, Glazed Muslin, and all kinds of Cap and Stock Trimmings.

Self-adjusting Cravat, an entirely new and durable article.

Wholesale and Retail at very Low Prices.

H. H. SCHIEFFELIN & CO.,

IMPORTERS

AND

WHOLESALE DRUGGISTS,

104 & 106 JOHN STREET, NEW YORK,

Wish to call attention to their extensive and heavy assortment of Drugs, Medicines, Paints, Dye-stuffs, Glassware, Chemicals, Surgeons' Instruments, Patent Medicines, Perfumeries, Window Glass, Shop Furniture, &c., &c., which they offer for sale very low, for cash or approved credit. Among other articles they offer White Lead, dry and in oil, at factory prices; Madder,

in casks, barrels, and kegs; Logwood, Nicwood, Fustic, Camwood, Indigo, in cases, ceroons, and kegs, Copal, Coach, Japan, and Black Varnishes, Copperas, Venetian Red, Yellow Ochre, Putty, Paint Brushes, Smalts, Bronzes, Frostings, Spts. Turpentine in barrels, at factory prices, &c.

Orders by mail will receive every attention.

H. H. SCHIEFFELIN, & CO.,
104 & 106 John Street, New York.

A. B. & D. SANDS,

WHOLESALE DRUGGISTS,

100 FULTON ST., Cor. WILLIAM, NEW YORK,

Offer for sale, for Cash or on approved credit, at lowest market prices, a large and well selected assortment of Drugs, Medicines, Chemicals, Paints, Oils, Dye-stuffs, Window Glass, Surgical Instruments, Trusses, Perfumery, Brushes, Druggists' Glass Ware, new Chemical Preparations, and every other article usually kept in the Drug line.

Leeches.—Also, constantly for sale, fresh imported Swedish and German Leeches, received direct from Europe, and of our importation.

y will be repacked in the same manner in
h they are imported, so as to be sent to

any part of the United States or Canadas with perfect safety.

SARATOGA WATERS.—Arrangements have been made with the Proprietors of the different Springs, viz., "Congress," "Union," "Iodine," "Pavilion," to receive the water fresh every few days, and to supply it to the Trade at the lowest wholesale prices, by the dozen or gross.

The water is packed in boxes containing either two dozen quarts, or four dozen pints.

A. B. & D. S. are the Proprietors' wholesale agents for the following valuable preparations, which they will sell at the lowest wholesale prices:

McMunn's Elixir of Opium, Peery's Vermifuge, or "Dead Shot," Cheeseman's Arabian Balsam, Wistar's Balsam of Wild Cherry, Mrs. Gardiner's Balsam Liverwort, Whittemore's Vegetable Sirup, Vegetable Pulmonary Balsam, Richardson's Sherry Wine Bitters, Thompson's Compound Sirup of Tar, Shaker Herbs, Extracts, &c., Chinese Shaving Cream, Jayne's Hair Tonic, Jayne's Expectorant, Jayne's Sanative Pills, Jayne's Carminative Balsam, Scarpa's Acoustic Oil, Phinney's Pills, Payson's Indelible Ink, Indian's Panacea, Phelp's Tomato Pills.

THE NATIONAL POLICE GAZETTE.

(Circulation 20,000 Copies.)

Published weekly at No. 27 Centre Street, containing the celebrated histories of famous criminals, known as the

LIVES OF THE FELONS;

Illustrated with faithful likenesses of the characters, and admirable descriptive engravings; also all the current criminal news of the country, obtained by special and comprehensive arrangements with the various criminal departments; faithful reports of all the exciting capital trials from all parts of the Union; the substance of all informations received in cases of felony; the names and personal appearance of persons charged with offences, who are not in custody, &c., &c.; and a complete list of deserters from the military service of the United States, published from the government records by special warrant of the War Office at Washington.

Price Five cents per single number, or $2 per annum—payable in advance.

Advertising.—The large circulation of this popular sheet renders it the most desirable medium for advertising in the United States, as its extent of readers and circulation are already superior to any weekly periodical issued in this city.

CAMP & WILKES,
Editors and Proprietors,
27 Centre Street, New York.

THE

UNITED STATES STATISTICAL

DIRECTORY,

OR

MERCHANTS' AND TRAVELLERS'

GUIDE;

WITH

A WHOLESALE BUSINESS DIRECTORY
OF NEW-YORK.

BY

LOOMIS, WHITE & CO.

NEW-YORK:
WILLIAM H. COLYER, PRINTER,
No. 5 HAGUE-STREET.
1846.

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PREFACE.

A FEW words will explain the object of the Publishers. The design has been to give such information as is constantly needed by the American Traveller and Merchant in a condensed form. We do not pretend to give all, but the most important, as much so as the portable size of our work will admit.

In the Business Directory features we have, of course, given also a limited number of houses. It will be seen that we represent the most useful departments. The bookholder can find a ready reference for almost any call he would like to make. So vast a field as we cover would require volumes. We have, in this Compend, selected what we thought most useful.

A BRIEF VIEW

OF THE

UNITED STATES.

The States of this Union embrace almost every variety of climate and consequently of production. From 1620 to 1846, in a period of little over two hundred years, the whole fabric of government has been reared. The most sanguine cannot anticipate its future greatness and power. Among the nations of the earth, we now hold, in the actual elements of strength, if not the first position, at least the second or third. From 1775 to 1782 (the time of the Revolution) we had a population of some three millions. We were divided among ourselves as to the propriety of the measures pursued. Not more than three-fourths of the then population sustained cordially the provisional and preliminary action of the colonial governments. We were subjected to a bitter and powerful savage foe—without finances —without munitions of war, or military organization; when the mother country turned her armaments and batteries against us. She who disputed empire with the world, and made Europe tremble to its centre, struggled with us seven years, and was forced to yield to our

demand, which was a separate national existence. This present year (1846) as a nation, we are but seventy years of age, we have now a population of some twenty-two millions, and spread over a section of the globe some 2500 miles long, and from 1000 to 1500 miles wide; including 2,500,000 square miles or 1,600,000,000 acres, making for each man woman and child of our present population about eighty acres of land, that is a tract one-eighth of a mile wide and a mile long. To a man and his wife, a half a mile wide and a mile long; and to a family of four persons a mile square.

When we reflect, that every acre well cultivated will support a human being, and that one man may cultivate well some ten to fifteen acres; we are forced to admit, that if want exists in the United States, it is not from necessity, but owing entirely to the misapplication of labor and mind. It is unnecessary to be exact in our computations to be convinced of the fact that the Creator has assigned to us a prodigal inheritance, one abounding in all that we can use, and a vast annual surplus if farmed with ordinary industry and economy.

The admission of Texas adds nearly 400,000 square miles more to the Union, making about two hundred and fifty millions of acres. A territory of itself greater than either France or Spain, and larger than any of the European kingdoms except England and Russia. The Oregon territory, which is now the absorbing topic of specu-

lation and discussion, contains, up to the forty-ninth degree, 218,500,000 acres, and to fifty-four degrees forty minutes 323,000,000, making the difference in territory between those two lines equal to about three states like New York. Thus, since the revolution, (at which time the Atlantic sea-board only constituted the settled territory,) we have spread out over the whole valley of the Mississippi with an active population: but now are we reaching out our arms to the Pacific. Oregon has now about twelve thousand regular settlers. The bulk of her population is made up of hunters and traders, the number of whom are unknown to us. Like our vast and diversified territory our population is made up of every variety of human character. All are here duly represented, Physical, Political, Religious, Irreligious, Moral and Immoral, are thrown promiscuously together, and held together by a popular, a free government: the will of the majority alone. The admission of Texas, when viewed as an extension of territory over which free institutions are to be established, as a territory redeemed from the waste and folly of a weak and factious neighbor, for the better condition of wholesome laws and a wise political policy, must be regarded with pleasure by every friend of man. Much is undoubtedly gained, not to the Texans and the union only, but to the world, to man in his social and physical wants and necessities. But that she should have been admitted as a slave mart at this late day, a time when most men in the Union deprecate, if not

existing slavery, at least, its extension, is very strange. Nothing can account for it in reason or the nature of the case. Ages may be required to undo this oversight. It is a real injury to Texas, and in direct hostility to the wishes of a large preponderating number of the people of the United States, may we not safely say? The settlement of the Oregon boundary will be the epoch for a rapid settlement of that territory. Communication hitherto almost impossible by land, is known now to be not only possible, but for a long journey through an unsettled country not very difficult; railroad and steamboat communication is perfectly feasible, and will in a few years, without doubt, be established, and then a journey to the mouth of the Columbia river will be a trip of from twelve to fifteen days. The gradual extension of our borders, we believe, are destined to spread to the whole Pacific coast. The hardy pioneers are moving steadily on; what shall stop them? The imaginary land-marks cannot do it. If they find themselves in a government congenial to their tastes it is all well enough; if it is not so, they will remodel it, they will revolutionize; Texas is a sample of what must follow.

California is now spoken of and looked to as Texas was some few years since. The first settlement in the latter country by citizens from the United States was made in 1821, on the banks of the Brasos de Dios. In 1836 Texas declared herself independent of Mexico. In 1845 she was admitted into the Union and became a

sister state of the Republic. She has achieved this with a population which does not exceed 150,000, while her mother country (or Mexico) has a population of 7,000,000, or about fifty to one and has hotly opposed it.

Americans have demonstrated to their own satisfaction the superiority and the practicability of a representative government. They feel at heart a sovereign contempt for those claims of monarchy which have hitherto governed the world, and wherever they go they will carry that spirit. It is the spirit of the people, the many against the few. It will engender itself and produce its own fruit, whether under the ægis of the Union or by a separate government, is quite immaterial to our argument; they will have a government of the people.

CHAPTER II.

THE POLITICAL AND JUDICIAL POWERS OF THE FEDERAL GOVERNMENT.

EACH state in the Union is an independent sovereignty, so far as their local laws are concerned.

The national government is a creature solely of the national constitution. It has no power outside of that instrument. It holds but this

check on the local action of the states, namely, to compel every state to give its citizens a republican form of government. Its enumerated powers are few, but important; it has sole jurisdiction in all foreign relations, and regulates trade and commerce. It extends its laws to cases in which the citizens of one state seek legal redress against the citizens of another.

It would be a much better, or at least a less complex state of affairs, if the laws of the states were uniform in all that pertains to dealings which are common between them. New York, for instance, sells her goods to every state in the Union, yet she encounters a great diversity of remedies in form, and quite material generally, in fact. Stay laws in some, valuation laws in others, and again certain forms of contracts take precedence: a promissory note, that is, must be paid in preference to a book account; a local or demand due in the state before one due to a citizen of another state. Hence, the merchant who sells has to encounter not only inevitable risks, those depending on the mutations of market, the frailty of human plans, and the recklessness and dishonesty of some of his customers, but the legislator, the impartial, the goddess who holds the scales to weigh justice and mete out to all alike, allows her local balance to preponderate against him.

The following shows the rates of interest in those states named, and may be taken as a specimen of the uniformity of legislative wisdom on the same subject. Usury has been in all

countries of Christendom a matter of legal restriction.

Legal Interest, &c.

Maine.—6 per cent. Punishment for usury, forfeit of the usury.

New-Hampshire.—6 per cent. Forfeit of three times the amount unlawfully taken.

Vermont.—6 per cent. Recovery in an action, with costs.

Massachusetts.—6 per cent. Forfeit of threefold the usury.

Rhode-Island.—6 per cent. Forfeit of the usury and interest on the debt.

Connecticut.—6 per cent. Forfeit of the whole debt.

New-York.—7 per cent. Usurious contracts void.

New-Jersey.—7 per cent. Forfeit of the whole debt.

Pennsylvania.—6 per cent. Forfeit of the whole debt.

Delaware.—6 per cent. Forfeit of the whole debt.

Maryland.—6, and on tobacco contracts 8 per cent. Usurious contracts void.

Virginia.—8 per cent. Forfeit double the usury.

North-Carolina.—6 per cent. Contracts for usury void—forfeit double the usury.

South-Carolina.—7 per cent Forfeit of interest and premium taken, with cost to debtors.

Georgia.—8 per cent. Forfeit three times the usury and contracts void.

Alabama.—8 per cent. Forfeit of interest and usury.

Mississippi.—8 per cent. By contract as high as 10. Usury recoverable in an action for debt.

Louisiana.—5 per cent. Bank interest 6, and conventional as high as 18—beyond that contracts void.

Kentucky.—6 per cent. Usury may be recoverable with costs.

Ohio.—6 per cent. Usurious interest not collectible.

Indiana.—6 per cent. On written agreement may go as high as 10. Penalty of usury a fine of double the excess.

Illinois.—6, and by agreement as high as 12 per cent. Penalty, three fold the amount of the whole interest.

Missouri.—6, and by agreement as high as 10 per cent.—beyond that, forfeiture of the whole interest due and usury taken.

Michigan.—7 per cent. Forfeit of the usury taken and one fourth of the debt.

Arkansas.—6 per cent. By agreement, any rate not exceeding 10. Amount of usury not recoverable; contract void.

District of Columbia.—6 per cent. Usurious contracts void.

Florida.—8 per cent. Forfeit of interest and excess in case of usury.

Wisconsin.—7 per cent. By agreement, not over 12. Forfeit, treble the excess.

Iowa.—The same as in Wisconsin.

On debts or judgments in favor of the United States, interest is computed at the rate of 6 per cent, per annum.

CHAPTER III.

COMMERCE OF THE UNITED STATES.

EXPORTS OF DOMESTIC PRODUCE—*Fisheries*—

Dried fish or cod fisheries	$803,353
Pickled fish or river fisheries, herring, mackerel, &c	208,054
Whale and fish oil	1,520,464
Spermaceti oil	970,195
Whalebone	762,642
Spermaceti candles	236,917
Total	$4,507,124

Forest—

Skins and furs	1,248,355
Ginseng	177,146

Produce of Wood—

Staves, shingles, boards, hewn timber	1,953,222
Other lumber	369,501
Masts and spars	28,692
Oak bark and other dye	70,016

All manufactures of wood	677,420		
Naval stores—tar, pitch, rosin and turpentine	814,649		
Ashes—pot and pearl	1,210,496		
		5,124,920	
			6,550,421
AGRICULTURE—*Products of Animals*—			
Beef, tallow, hides, horned cattle	1,926,809		
Butter and cheese	878,865		
Pork, (pickled) bacon, lard, live hogs	2,991,384		
Horses and mules	385,488		
Sheep	23,848		
		6,206,394	
Vegetable Food—			
Wheat	336,779		
Flour	5,398,593		
Indian corn	411,741		
Indian meal	641,532		
Rye meal	112,908		
Rye, oats and other small grain and pulse	177,953		
Biscuit and ship bread	366,294		
Potatoes	122,926		
Apples	81,306		
Rice	2,160,456		
		9,810,508	
			16,016,902
Tobacco			716,819
Cotton			51,739,643
All other Agricultural Products—			
Flax seed	81,918		
Hops	90,341		
Brown sugar	11,107		
Indigo	70		
			183,496
MANUFACTURES—			
Soap and tallow candles	623,936		

Leather boots and shoes	228,091	
Household furniture	277,448	
Coaches and other carriages	55,821	
Hats	70,397	
Saddlery	20,847	
Wax	234,794	
Spirits and grain	75,108	
Beer, ale, porter and cider	69,583	
Snuff and tobacco	538,493	
Linseed and Spirits of Turpentine	92,614	
Cordage	55,016	
Iron—Pig, bar and nails	77,699	
Do. Castings	118,248	
Do. All manufactures of	649,100	
Spirits from molasses	216,118	
Sugar, refined	164,662	
Chocolate	1,461	
Gunpowder	122,599	
Copper and brass	94,736	
Medicinal drugs	212,877	
		4,099,332

Cotton Piece Goods—

Printed and colored	516,243	
White	2,343,194	
Nankeens	1,174,038	
Twist, yarn and thread	14,376	
All other manufactures of	280,164	
		4,327,928

Flax and Hemp—

Bags, and all manufactures of	14,762	
Wearing apparel	59,653	
Combs and buttons	23,794	
Brushes	2,206	
Billiard tables and apparatus	1,551	
Umbrellas and parasols	2,583	
Leather and morocco skins, not sold qr. lb	16,263	
Fire engines and apparatus	12,660	
Printing presses and type	26,774	
Musical instruments	18,209	

Books and maps		43,298	
Paper and stationery		106,190	
Paints and varnish		50,163	
Vinegar		14,375	
Earthen and stone ware		7,393	
Manufactures of Glass		98,760	
Do.	Tin	10,114	
Do.	Pewter and lead	14,404	
Do.	Marble and stone	17,626	
Do.	Gold and silver, and gold leaf	3,229	
Gold and silver coin		844,446	
Artificial flowers and jewelry		10,435	
Molasses		20,771	
Trunks		3,336	
Bricks and lime		5,701	
Domestic salt		45,151	
			5,804,977
Lead			342,646
Articles not enumerated—			
Manufactured		1,269,338	
Other articles		1,315,578	
			2,584,916
Total			$99,299,776

SHIPPING.—The total number of ships entered during the past year in this country, has been 13,723, with a tonnage of 2,846,049, and crews of 154,335 men and 3262 boys. Of these, the American vessels were in number 8133, with 2,025,486 tonnage, and crews of 99,020 men and 2562 boys.

The clearances during the same time, were 13,780 ships, with a tonnage of 2,984,252, and 155,451 men and 3182 boys. Of these, the Americans had 8197 ships, with a tonnage of 2,053,977 and crews of 100,794 men and 2462 boys.

CHAPTER IV.

PROPOSED AND PRESENT TARIFF

The new Tariff as in the hands of the Committee of Ways and Means.

PROPOSED AND PRESENT TARIFF OF THE UNITED STATES.

Proposed Tariff.	*Present Tariff.*
Per Cent.	
Brandy and other spirituous liquors.....75	60 cts. to $1 per gallon
Cordials.....75	60 cts per gallon
Wines of all kinds.....30	6 cts to 65 cts per gallon
Ready made clothing, and all articles worn by men, women, and children, hosiery, &c. 30	50 per cent
Oil cloth, all kinds.....30	12½ to 35 cts per sq yard
Iron and manufactures of iron.....30	$17 to 25 per ton and 1 a 1½ cts per pound
Manufactures of gold, silver, copper, brass, and all other metals..30	
Saddlery, coach and harness furniture.....30	20 per cent
Manufactures of leather, including boots, shoes, gloves, &c.....30	15 cts to $1.50 per pair
Fur caps, hats, muffs, tippets, and all manufactures of furs.....30	35 per cent
Segars, snuff, manufactures of tobacco.....30	10 to 40 cts per pound
Tobacco manufactured.30	20 per cent
Manufactures of Marble.30	30 per cent
Jewelry and imitations.30	20 to 25 per cent

Clocks.....30	25 per cent
Watches.....10	7½ per cent
Sugar.....30	2½ a 4 cts per pound
Molasses.....30	4½ mills per pound
Soap.....30	10 a 30 per cent
Medicinal preparations.30	20 per cent
Spices.....30	2 to 75 cents per pound
Coal and coke.....30	$1.75 pr ton, 5 cts pr bush
Almonds and other nuts.30	1 to 3 cts per pound
Raisins and other fruit..30	1 to 3 cts per pound
Manufactures of wool..25	40 per cent
" worsted..25	30 per cent
" mohair..25	20 per cent
" silk.....25	$1.50 to 2.50 per pound
Ingrain and other common carpeting.....25	30 per cent
Brussels and other fine carpeting.....30	55 a 65 cts per sq yard
Buttons, all kinds.....25	25 a 30 per cent
Flannels, baises, and bockings.....25	14 cts per sq yard
Manufactures of hemp..20	20 per cent
" linen....20	25 per cent
" cotton...20	30 per cent
Wool, unmanufactured.20	5 per ct, 3 cts per lb. and 30 per cent
Hemp " 20	$25 a 40 per ton
Flax " 20	$80 per ton
Hair cloth and hair seating.....20	
Leghorn and straw hats.20	35 per cent
Raw silks.....20	50 cts per pound
Sewing silks.....20	$2 per pound
Blankets costing under 75 cents.....10	15 per cent
Blankets costing over 75 20	25 per cent
Glass tumblers, not cut.20	10 cts per pound
Plate glass and cut glass 20	5 to 12 cents per sq foot, and 25 a 30 per cent
Plain window glass....30	2 to 10 cts per sq foot

Manufactures of glass	30	25 per cent
Foolscap, letter, and other paper	20	10 to 17 cts per pound
Blank books	20	15 to 40 cts per pound
Printed books, all kinds	20	5 to 30 cents per pound and volume
Lead in pigs, bars, or sheets	20	1½ to 4 cts per pound
Leather of all kinds, and skins	20	6 a 8 cts per lb, 75 cts to $5 per dozen
Lins'd or hemps'd oil	20	25 per cent
Linseed or hempseed		5 per cent
Red and white lead	20	4 cts per pound
All other paints	20	20 per cent
Carbonates of soda	20	20 per cent
Acids, all kinds	20	20 per cent
Chocolate, beef, pork, wheat, and other provisions	20	
Olive oil	20	30 per cent
Oranges and lemons	20	20 per cent
Ale, beer, and porter	20	15 to 20 cents per gallon
Gums, crude or refined	20	15 to 25 per cent
Balsams, essences, tinctures, perfumes, &c., for the toilet or medicinal purposes	30	25 per cent
Diamonds, rubies, and other precious stones	10	7 a 7½ per cent
Imitations thereof	10	7½ per cent
Indigo, cochineal, &c.	10	5 cents per pound
Soda, ash, barilla, kelp, natron	10	20 per cent
Gunny cloth	10	5 cts per sq yard
Tin plates	10	2½ per cent
Copper ore, copper pigs, zinc, tin, brass, &c., unmanufactured	5	1 a 30 per cent
Tea, coffee, salt, and raw cotton	free	Cotton 3 cts per lb, salt 8 cts per bushel, tea and coffee free

CHAPTER V.

A COMPARATIVE VIEW OF THE NAVIES AND COMMERCE OF THE WORLD.

	Commercial tonnage.	*Vessels of war, all classes.*	*No. of Guns.*	*No. of men.*	*Remarks.*
England,	2,420,759	671	16,242	40,000	98 steamers
France,	625,769	348	8,816	29,095	61 do
U. States,	2,417,002	76	7,352	8,724	5 do
Russia,	239,000	126	10,394	——	8 steamers, many contracted for.
Denmark,	95,375	73	754	at least	67 gunboats.
Sweden,	118,118	397	1,407	at least	2 steamers, 337 gunboats.
Holland,	214,284	132	1,544	——	132 gunboats.
Turkey,	——	31	1,902	——	3 steamers.
Egypt,	——	20	1,460	——	

England has 647 guns to each 100,000 tons of commerce.

France,	1,030	do	100,000	do
U. States,	100	do	100,000	do
Russia,	3,467	do	100,000	do
Denmark,	877	do	100,000	do
Sweden,	703	do	100,000	do
Holland,	777			

For the protection of every hundred thousand tons of commercial wealth, we have 100 guns; England has 640; France has 1030; Russia has 3467; Denmark has 877; Sweden 703, and Holland 777. In other words, England has *seven* times as many guns as we to defend the same amount of commerce; France has *ten*

times as many; Russia has *thirty-five* times as many; Denmark *eight* times; Sweden *seven* times, and Holland *eight* times as many.

The present position of our foreign relations with England has called attention to our comparative strength.

It will be seen that we have 100 guns to England's 640, that is, less than one to her six. But that our commerce is nearly equal to hers. Yet the power of the Union it should be remembered as to England is not measured by the comparative number of naval muzzles. For in 1776 to 1781–2, during the Revolution, we had no navy, yet the result was one of success and triumph to American arms. And again, our navy could be quadrupled, if necessary, in one year. Besides, steam power, Ocean steam power, is destined to enact, doubtless, a principal character in future naval operations. And in this department both nations are in their infancy, so to speak.

CHAPTER VI.

NUMBER, CAPITAL AND CIRCULATION OF THE BANKS OF THE UNITED STATES.

It is a received principle of political economy, that the prices of commodities depend in no small degree on the amount of what is called *money*, or in other words, the current circulating medium.

In the United States, this money consists of both gold and silver coin and bank paper. The amount of money with which the people transact business, and which influences prices, is the amount of all the issues of coin and paper which is in *actual circulation*, and also a certain portion of *de purites*, which, though not in actual circulation, are subject to instant call, and constitute a part of money transactions in the form of *checks*. It is very difficult to arrive at the last item ; but the former may be told with a good deal of accuracy, and the latter estimated.

TABLE I.

Number and capital of Banks.

States.	Number.	Capital.
New York	105	$42,845,428
Massachusetts	104	30,970,000
Louisiana	6	17,663,000
Pennsylvania	48	16,984,000
South Carolina	14	11,431,000
Virginia	32	10,407,000
Rhode Island	61	10,175,790
Maryland	20	8,802,000
Connecticut	32	8,457,000
Tennessee	9	7,658,000
Kentucky	16	7,019,000
Ohio	31	6,511,000
Georgia	20	5,682,000
New Jersey	26	3,721,000
North Carolina	19	3,225,000
Maine	35	3,009,000
Indiana	13	2,087,894

States.	Number.	Capital.
District of Columbia	6	1,954,054
New Hampshire	17	1,630,000
Delaware	6	1,390,000
Missouri	6	1,200,000
Vermont	17	1,175,000
Michigan	6	
Illinois		
Arkansas		
Mississippi		
Florida		
Total	649	$204,997,866

Mississippi, Illinois and Arkansas had banks which have become insolvent. In Iowa, Wisconsin and Florida, it is believed, there are now no banks.

TABLE II.

Circulation and Specie of Banks.

States.	Circulation.	Specie.
New York	$21,375,000	$8,864,000
Massachusetts	14,339,686	3,357,904
Louisiana	3,068,316	6,212,534
Rhode Island	2,560,000	296,000
Connecticut	4,102,000	453,000
Kentucky	5,383,000	2,577,308
Maine	2,216,000	205,000
Indiana	3,527,351	1,079,367
Missouri	2,195,840	1,453,614
North Carolina	2,954,518	1,261,071
	$61,721,771	$25,759,798

These ten states have made returns up to the first of January 1846.

The circulation and specie of the other states having banks, may be estimated nearly as follows:

	Circulation.	Specie.
Thirteen States	$38,500,000	$17,000,000

The general result of the bank circulation and deposits of specie is very nearly as follows:

Circulation of bank notes	$100,000,000
Specie in banks	42,000,000

If we deduct the specie thus locked up from the bank notes in circulation, we have active $58,000,000.

The specie in the hands of individuals, in various ways may be estimated at $50,000,000. Of this about one-fifth is hoarded up, leaving active, $40,000,000.

If the last estimate be correct, there is in the United States *an active moneyed circulation of about one hundred millions of dollars*. Dividing this sum by the population and we have at this time, about *five dollars in money to each individual* to transact the business of society upon.

It might be well to observe that the present amount of circulation is less, comparatively, than in former years. Whether the wants of the community and business demands are sufficiently well served it remains to be seen. There is never too much money if it is money in fact. But depreciated paper, and insolvent banks, have been among the worst scourges of this country.

The present is by no means an hour of safety or of settled policy as to the currency question. The independent treasury is to be tried, the banking law of Ohio is an experiment, and the states generally are unsettled as to bank policy. This vexed question, it is to be hoped, will not be acted on by upstart political charlatans, but left to the wisdom of business men and the careful experience of the whole community; we all have but one interest in the issue.

CHAPTER VII.

Railroads in the United States.

States.	Miles.	Total Cost.
Maine - -	10	200,000
New Hampshire - -	29¼	910,000
Massachusetts -	365¼	13,535,000
Rhode Island -	47½	2,500,000
Connecticut -	152	2,905,009
New York -	1,317¾	21,814,040
Pennsylvania -	850¼	23,112,000
New Jersey -	196	5,647,000
Delaware -	16	409,000
Maryland -	749¼	23,000,000
Virginia -	369	5,451,000
North Carolina	247	3,163,000

South Carolina	202	4,000,000
Georgia -	640½	9,778,000
Florida -	217	3,820,000
Alabama -	432½	4,686,000
Louisian -	248¾	4,696,000
Mississippi -	210½	5,730,000
Tennessee -	160½	1,955,000
Kentucky -	97	2,107,000
Ohio - -	416	3,269,000
Indiana - -	246	4,800,000
Michigan -	738⅝	7,549,000
Illinois -	1,421	17,10,000
Total,	9,378⅛	172,107,940

The foregoing table exhibits the number of miles of railroad undertaken in the year 1840, of which 3,342 miles were open and in use, 1,707 miles were granted and ready for the superstructure; and the total length of all the lines was 9,378½ miles. The cost of construction, actual and computed, $172,107,040, gives an average of $18,351 per mile of road, including buildings and outfit.

This exhibit is the best we can compile from the documents we have consulted. There may be some new routes not given, but nothing to change the general view.

CHAPTER VIII.

DISTANCES ON THOROUGHFARES.

FROM ALBANY.

To New York by Steam Boats.

MILES.

Coeymans, 13. Coxackie, 20. Hudson, 28. Catskill, 34. (thence to Pine Orchard 14 miles.) Red Hook Landing, 45. Kingston, 55. Hyde Park, 65. Poughkeepsie, 70. Newburg, 85. West Point, 93. Peekskill, 103. Singsing, 113. Phillipsburg, 129. New York, 145.

To Boston by Railroad.

Kinderhook, 16. Chatham four corners, 23. Richmond, 41. Pittsfield, 49. Dalton, 54. Washington, 62. Chester, 81. Springfield, 102. Palmer, 117. Warren, 127. Charlton, 143. Worcester, 156. Framingham, 179. Boston, 200.

To Utica by Rail-Road.

Schenectady, 16. Amsterdam, 31. Caughnawaga, 40. Palatine Bridge, 52. Little Falls of Mohawk, 72. Herkimer, 79. Utica, 96.

To Buffalo by Erie Canal.

Troy, 7. Junction, 9. Schenectady, 28. Amsterdam, 46. Schoharie Cr. 53. Caughnawaga, 57. Canajoharie, 69. Little Falls, 88. Herkimer, 95. Frankfort, 100. Utica, 110. Whitesboro, 114. Rome, 125. New London, 132. Canistota, 146. New Boston, 150.

MILES.

Chitteningo, 154. Manlius, 162. Syracuse, 171. Geddesburg, 173. Canton, 185. Jordan, 191. Weedsport, 197. Montezuma, (Lake Port) 206. Clyde, 217. Lyons, 226. Lockville, 232. Palmyra, 241. Fairport, 252. Pittsford, 260. Rochester, 270. Ogden, 282. Adams, 285. Brockport, 290. Holly, 295. Albion, 305. Lockport, 333. Pendleton, 340. Tonnewanta, 352. Buffalo, 363.

To Buffalo by Stage.

Schenectady, by R. R. 16. Amsterdam, 32. Caughnawaga, 43. Palatine Bridge, 54. Manheim, 67. Little Falls, 74. Herkimer, 81. Utica, 96. Manchester, 105. Vernon, 113. Lenox, 122. Sullivan, 130. Manlius, 136. West Hills, 148. Skaneateles, 162. Auburn, 169. Cayuga, 178. Waterloo, 186. Geneva, 192. Canandaigua, 208. Bloomfield, 217. Lima, 226. Avon, 233. Caledonia, 241. Leroy, 247. Batavia, 257. Pembroke, 271. Ransom's Grove, 279. Williamsville, 287. Buffalo, 297.

To Ithaca, by Stage.

Hamilton, 8. Duanesburg, 20. Esperance, 26. Beekmansville, 45. Cherry Valley, 52. Cooperstown, 64. Burlington, 74. Smyrna, 94. Deruyter, 115. Truxtun, 125. Cortlandt, 138. Ithaca, 159.

To Sacket's Harbor, by Stage.

Utica, 96. Rome, 112. Fish Creek, 123. Redfield, 143. Lorain, 159. Adams, 167. Sacket's Harbor, 177.

To Ballston and Saratoga by railroad.

MILES.

Schenectady, 16. Ballston, 30. Saratoga, 36, (thence to Lake George 32 miles.)

To Whitehall, by Champlain Canal.

Troy, 7. Junction, 9. Waterford, 11. Mechanicsville, 19. Stillwater, 23. Bemus Heights, 26. Schuylersville, 35. Fort Miller, 40. Fort Edward, 48. Kingsbury, 53. Fort Ann, 60. Narrows, 66. Whitehall, 72.

To Whitehall, by stage.

Troy, 6. Lansingburg, 9. Waterford, 10. Mechanicsville, 18. Stillwater, 20. Schuylersville, 33. Northumberland, 35. Fort Miller, 38. Fort Edward, 46. Sandy Hill, 49. Kingsbury, 54. Fort Ann, 58. Whitehall, 72.

To Montreal, by stage and steamboat.

Whitehall, as above, 72. [By Steam Boat. Ticonderoga, 95. Crown Point, 109. Basin Harbor, 121. Essex, 130. Burlington, 145. S. Hero, 154. Plattsburg, 162. Chazy, 176. Isle au Noix, 191. St. Johns, 200.] La Prarie, by Stage, 217. Montreal, by Steam Boat, 225.

To Burlington, Vt. via Bennington, Middlebury, &c. by stage.

[Sand Lake, 11. Berlin, 21.] Warm Spring, 29. Pownall, 33. Bennington, 41. Shaftsbury, 49. Sun-

MILES.

derland, 57. Manchester, 65. Tinmouth, 83. Rutland, 100. Pittsford, 108. Brandon, 117. Middleburv, 133. Vergennes, 147. Charlotte, 156. Burlington, 169.

To Niagara Falls, Buffalo. &c. by railroad.

Schenectady, 16. Glenville, 20. Amsterdam, 30. Tripe Hill, 37. Caughnewaga, 41. Fonda, 42. Palatine, Bridge, 53. St. Johnsville, 62. Little Falls, 72. Herkimer, 79. Utica, 93. Whitesboro, 96. Oriskany, 100. Rome, 107. Verona Centre, 115. Canestota, 126. Fayette, 142. Syracuse, 146. Camillus, 154. Elbridge, 162. Auburn, 172. Cayuga, 181. Bridgeport, 182. Waterloo, 191. Geneva, 200. Vienna, 209. Canandaigua, 223. Victor, 233. Rochester, 250. Churchville, 264. Bergen, 272. Morganville, 278. Batavia, 283. Attica, 293. Alden, 203. Lancaster, 311. Buffalo, 323. Black Rock, 325. Tonawanda, 334. Fort Schlosser, 345. Niagara Falls, 346.

To Boston, by stage.

Union, 11. Lebanon Spring, 25. Pittsfield, 32. Dalton, 37. Peru, 46. Worthington, 55. Chesterfield, 60. Northampton, 74. Hadley, 78. Berchertown, 88. Western, 102. Brookfield, 107. Spencer, 115. Worcester, 124. Farmington, 145. Brookline, 162. Boston, 166.

FROM ALTON, ILL.

To St. Louis, by steamboat.

Missouri River, 3. Chateau Island, 12. St. Louis, 23.

To New Orleans, by steamboat.

MILES.

St. Louis, 23. Carondelet, 29. Harrison, 52. Herculaneum, 53. St. Genevieve, 84. Bainbridge, 145. Cape Gerardeau, 155. Ohio River, 196. New Orleans, 1273.

To Prairie du Chienne, by steamboat.

Peasau Creek, 9. Illinois River, 19. Cuivre River, 39. Ramsay's Creek, 67. Clarksville, 75. Louisiana, 87. Saverton, 105. Hannibal, 112. Wyaconda, 140. R. des Moines, 162. Fort Armstrong, 279. Prairie du Chienne, 428.

Stage route to Vandalia.

Upper Alton, 2. Cahokia River, 17. Shoal Creek, 37. Vandalia, 58.

To Carlisle.

Edwardsville, 13. Troy, 22. Clifton, 36. Shoal Creek, P. O., 44. Carlisle, 53.

To Springfield.

Woodburn, 16. Carlinsville, 36. Girard, 48. Springfield, 74.

To Carrollton.

Lurton's, 12. Jerseyville, 19. Kane P. O., 24. Carrollton, 33.

BALTIMORE THOROUGHFARES.

To Philadelphia, by railroad, via Havre de Grace, &c.

MILES.

Depot, 1. Back R., 5. Gunpowder R., 16. Bush R., 23. Havre de Grace, 35. Charleston, 41. Northeast, 44. Elkton, 50. Newark Road, 56. Newport, 64. Wilmington, 68. Marcus Hook Road, 77. Chester, 81. Gray's Ferry Viaduct, 90. Philadelphia R. R., 94. Philadelphia, 95.

To Philadelphia, by steamboat and railroad.

Fort M'Henry, 3. Sparrows Pt., 9. North Pt., 12. Pool's Island, 25. Turkey Pt., 48. Frenchtown, 64. N. Castle, by R. R., 80. Chester, by steam boat, 97. Philadelphia, 115.

To Philadelphia, by steamboat and canal.

Turkey Pt., as above, 48. [By canal, Bohemia, 58. Deep cut, 63. St. Georges, 67. Delaware City, 72. New Castle, 78.] Philadelphia, 113.

To Philadelphia, by stage.

Gunpowder V., 14. Abingdon, 24. Havre de Grace, 34. Elkton, 50. Wilmington, 70. Chester, 83. Philadelphia, 98.

To Washington, by stage.

Elkridge Landing, 8. Waterloo, 13. Vansville, 23. Bladensburg, 31. Washington, 37.

To Washington, by steamboat.

MILES.

Bodkin Pt., 13. Herring Bay, 45. Patuxent, 77. Pt. Lookout, 97. Washington's B. P., 128. Matthew's Pt., 146. Cook's Ferry, 169. Mt. Vernon, 187. Alexandria, 196. Washington, 204.

To Wheeling, Va., by railroad and stage.

[By rail road, Deep Cut, 2. Washington road, 5. Still house run, 6. Patapsco river, 10. Ellicott's, 12. Eagle Factory, 14. Crossing of Patapsco, 26. Sykes, 29. Gillets run, 35. Parrsville, 40. New Market, 46. Monocacy river, 55. Frederick, 59.] (Thence to the Point of Rocks, 11 miles.) Middletown, 68. Boonsboro, 75. (Thence to Hagerstown, 11 miles.) Williamsport, 87. Big Spring, 97. Hancock, 114. Prattsville, 132. [By National Road, Cumberland, 153. Mt. Pleasant, 163. Petersburg, 188. Smythfield, 192. Union, 213. Brownsville, 225. Hillsboro, 236. Washington, 248. W. Alexandria, 263. Wheeling, 279.]

To Frederick, by stage.

Ellicotts, 10. Lisbon, 22. Poplar Spring, 27. Parrsville, 31. New Market, 36. Frederick, 47.

To Annapolis, by stage.

Patapsco R., 7. Indian Landing, 21. Annapolis, 30.

To Gettysburg, Pa., by stage.

Hookton, 6. Reisterstown, 17. Westminster, 29. Petersburg, 44. Gettysburg, 54.

To York, Pa., by stage.

MILES.

Govanston, 5. Towsenton, 7. Golden Ho., 14. Hereford, 21. Wisebury, 23. Strasburg, 34. York, 48.

To Washington, D. C., by railroad.

Carrolton Viaduct, 2. Elkridge, 8. Vansville, 23. Bladensburg, 32¼. Washington, 38½.

BOSTON THOROUGHFARES.

To Albany, by stage.

Brookline, 4. Farmington, 21. Westboro, 31. Worcester, 42. Spencer, 51. Brookfield, 59. Belchertown, 78. Hadley, 88. Northampton, 92. Chesterfield, 106. Peru, 120. Dalton, 129. Pittsfield, 134. Lebanon Springs, 141. Albany, 166.

To Hartford, by stage.

Brookline, 4. Dover, 15. Medway, 27. Mendon, 36. Douglass, 48. Thompson, 62. Ashford, 82. Willington, 84. Tolland, 91. Ellington, 96. Hartford, 110.

To Providence, by stage, and thence to New York, by steamboat.

Roxbury, 5. Dedham, 10. Wrentham, 28. Attleboro, 35. Pawtucket, 42. Providence, 45. Pawtuxet, 50. Newport, 70. Point Judith, 84. New London Harbor, 119. (Thence to New London, 4 miles.) Connecticut R., 133. Falkner's Is., 152. New Haven Harbor, 164. (Thence to New Haven, four miles.)

MILES.

Blackrock, 183. Southport, 188. Oldwell, 196. West Greenwich, 212. Throg's Point, 231. New York, 247.

To Taunton, by stage.

Dorchester, 7. Bridgewater, 22. Taunton, 34.

To Barnstable, by stage.

Quincy, 9. Weymouth, 15. Hanover, 24. Kingston, 35. Plymouth, 41. Sandwich, 59. Barnstable, 72.

To Rutland, Vt., by stage.

Cambridge, 4. Concord, 18. Groton, 32. Townsend, 41. New Ipswich, 53. Keene, 80. Bellows Falls, 100. Chester, 113. Cavendish, 125. Rutland, 151.

To Concord, N. H., and thence to Montpelier, Vt., by stage.

Medford, 6. Stoneham, 10. Andover, 21. Methuen, 25. Londonderry, 41. Hookset Falls, 60. Concord, 68. Boscawen, 78. Andover, Vt., 92. Grantham, 114. Dartmouth Col., 125. Stratford, 141. Chelsea, 150. Barre, 165. Montpelier, 174.

To Portland, Me., by stage.

Saugus, 10. Danvers, 17. Topsfield, 23. Rowley, 31. Newburyport, 36. Hampton, 45. Portsmouth,

MILES.

58. York, 67. Wells, 82. Kennebunk Point, 88. Saco, 98. Portland, 114.

To Newburyport, via Salem, by stage.

Chelsea, 5. Lynn, 10. Salem, 15. Beverly, 17. Wenham, 21. Hamilton, 23. Ipswich, 28. Newburyport, 38.

To Portland, by steamboat.

Point Shirley, 4. Nahant, 10. Marblehead, 16. Salem Harbor, 19. (Thence to Salem, five miles.) Gloucester Harbor, 27. (Thence to Gloucester, four miles.) Cape Ann, 37. Newbury Harbor, 53. Boar's Head, 60. Portsmouth Harbor, 72. York Harbor, 77. Kennebunk H., 89. Fletcher's Neck, 101. Cape Elizabeth, 114. Portland, 124.

Miscellaneous routes by steamboats.

Fort Warren, 2. Fort Independence, 3. Long Island, 6. Point Alderton, 10. The Brewsters, 10.

Route from Boston to Albany, by railroad.

Framingham, 21. Worcester, 44. Charlton, 57. Warren, 73. Palmer, 83. Springfield, 98. Chester, 119. Pittsfield, 151. Kinderhook, 184. Albany, 200.

From Boston, by railroad, to

Providence, 41. New Bedford, 56. Lowell, 26, Concord, N. H., 44. Salem, 15. Portland, 74.

FROM BUFFALO.

To Albany, by the Erie Canal.

MILES.

Tonnewanta, 11. Pendleton, 23. Lockport, 30. Albion, 58. Holly, 68. Brockport, 73. Ogden, 81. Rochester, 93. Fairport. 111. Palmyra, 122. Lyons, 137. Montezuma, 157. Jordan, 172. Syracuse, 192. Manlius, 201. New Boston, 213, Canistota, 217. Rome, 238. Whitesboro, 249. Utica, 253. Herkimer, 268. Little Falls, 275. Canajoharie, 294. Caugnewaga, 306. Amsterdam, 319. Schenectady, 335. Troy, 356. Albany, 363.

To Albany, by stage.

Williamsville, 10. Ransoms, 18. Pembroke, 26. Batavia, 40. Leroy, 50. Avon, 64. Lima, 71. Bloomfield, 80. Canandaigua, 89. Geneva, 105. Cayuga, 119. Auburn, 128. Skaneateles, 135. Westhills, 149. Manlius, 161. Lenox, 175. Vernon, 184. Utica, 201. Herkimer, 216. Little Falls, 223. Palatine Bridge, 243. Amsterdam, 265. Schenectady, 281. Albany by Railroad, 297.

To Niagara Falls, by stage.

Blackrock, 1. Chippewa, 17. Niagara Falls, 19.

To Niagara Falls, by stage, via Manchester.

Blackrock, 1. Tonnewanta, 9. Schlosser, 19. The Falls, 21.

To Rochester, by stage.

Batavia, as above, 40. Bergen, 53. Rochester, 70.

To Erie, Pa., by stage.

MILES.

Hamburg, 11. Cattaraugus, 30. Dunkirk, 45. Westfield, 60. Burget's town, 76. Erie, 90.

To Erie, and thence to Detroit, by steamboat.

Cattaraugus, 28. Dunkirk, 41. Westfield, 56. Erie, 86. Fairport, 160. Cleveland, 190. Sandusky, 250. Detroit 325.

To Hamilton, by stage.

Hamburg, 11. Boston, 23. Springville, 23. Ellicotville, 49. Hamilton, 69.

To Ithica, by stage.

Aurora, 15. Warsaw, 41. Perry, 49. Moscow, 56. Geneseo, 60. Dansville, 78. Conhocton, 86. Bath, 106. Jersey, 116. Salubria, 131. Ithica. 151.

To Ithica, via Batavia and Cayuga Lake.

Cayuga, as above, 119. Union, by steamboat. 125. Aurora, by steamboat, 132. Milton, by steamboat, 139. Ludlowsville by steamboat, 149. Ithica, by steamboat, 157.

FROM CHARLESTON, S. C.

To Hamburg, by S. C. railroad.

To Woodstock, 15. Summersville, 22. Branchville, 62. Midway, 72. Blacksville, 90. Aiken, 120, Hamburg, 136.

To Columbia, by stage.

MILES.

Dorchester, 20. Four Holes Swamp, 37. Kerrs, 51. Orangeburg, 76. Conheim, 101. Columbia, 114.

To Savannah, Ga., by stage.

Guerin's Ferry, 11. Parker's, 28. Pocatilago, 60. Coosawhatchie, 66. Hoggstown, 83. Savannah, 106.

To Savannah, by steamboat.

Fort Moultrie, 4. Coffin Land, 10. Stono Inlet, 21. So. Edisto Inlet, 48. St. Helena So., 51. Truncard's Inlet, 72. Hilton Head, 76. Bloody Point, 94. Savannah, 111. Oldtown, 176. Wilmington, 184.

To Fayetteville, N. C., by stage.

Quinby Br., 25. Santee R., 44. Black Cr., 59. Port's F., 93. L. Pedee R., 123. Lumberton, 156. Fayetteville, 189.

FROM CINCINNATI.

To Louisville, by steamboat.

Lawrenceburg, 24. Aurora, 28. Rising Sun, 35. Fredericksburg, 55. Vevay, 65. Fort William, 75. Madison, 88. Westport, 109. Jeffersonville, 131. Louisville, 132. Thence to New Orleans, 1448 miles. See Louisville.

To Pittsburg, by steamboat.

MILES.

New Richmond, 21. Pt. Pleasant, 26. Moscow, 32. Mechanicsville, 35. Augusta, 41. Ripley, 50. Maysville, 57. Manchester, 67. Portsmouth, 103. Burlington, 144. Guyandot, 151. Gallipolis, 185. Pt. Pleasant, 188. Letart's Is., 217. Belville, 247. Parkersburg, 264. Marietta, 277. Newport, 293. Sistersville, 310. Elizabethtown, 345. Wheeling, 358. Warrentown, 366. Wellsburg, 372. Steubenville, 379. Fawcetstown, 401. Beaver, 420. Economy, 429. Middletown, 438. Pittsburg, 449.

To Dayton, by canal.

Reading, 12. Hamilton, 28. Middletown, 42. Franklin, 48. Miamisburg, 54. Dayton, 68.

To Columbus, by stage.

Reading, 10. Sharon, 15. Lebanon, 31. Waynesville, 40. Xenia, 55. Charleston, 73. London, 84. Georgesville, 96. Columbus, 109.

To Greenville, by stage.

Mt. Pleasant, 11. Hamilton, 33. Newcomb, 41. Eaton, 49. Greenville, 77.

To Indianapolis, by stage.

Miami, 15. Harrison, 23. Brookville, 40. Somerset, 51. Rushville, 65. Indianapolis, 105.

To Louisville, by stage.

Lawrenceville, 23. Madison, 57. Louisville, 95.

To Lexington, by stage.

MILES.

Newport, 1. Gaines, 13. Theobolds, 25. Georgetown, 54. Lexington, 67.

To Chilicothe, by stage.

Newton, 8. Batavia, 53. Williamsburg, 31. Hillsboro, 59. Bainbridge, 81. Chillicothe, 99.

FROM CLEVELAND, (OHIO.)

To Buffalo, by steamboat.

Fairport, 30. Erie, 104. Westfield, 134. Dunkirk, 149. Cattaraugus, 162. Buffalo, 190.

To Detroit, by steamboat.

Huron, 50. Sandusky, 60. Detroit, 135.

To Portsmouth, by the Ohio canal.

Ackon 37. New Portage, 47. Massillon, 68. Bolirai, 80. New Philadelphia, 94. Guadenhutten, 107. Choshocton, 133. Newark, 173. Bloomfield, 225. Cercleville, 236. Chillicothe, 256. Piketon, 280. Portsmouth, 307.

FROM COLUMBIA.

To Charleston, by stage, via Orangeburg.

Granby, 1. Conheim, 13. Orangeburg, 38. Kerrs, 63.

FROM COLUMBUS, (O.)

To Cincinnati, by stage.

MILES.

Georgeville. 13. London. 25. Charleston. 36. Xenia, 54. Waynesville, 69. Lebanon, 78. Sharon, 94. Reading, 99. Cincinnati, 109.

To Portsmouth, by stage.

Bloomfield, 17. Circleville, 26. Chillicothe, 45. Piketon, 64. Lucasville, 77. Portsmouth, 90.

To Athens, by stage.

Lythopolis, 21. Green Castle, 25. Lancaster, 32. Logan, 49. Nelsonville, 65. Millville, 69. Athens, 76.

To Wheeling, Va. by the National Road.

Hebron, 28. Zanesville, 55. Cambridge, 80. Fairview, 101. St. Clairsville, 125. Wheeling, 135.

To Portland, by stage.

Worthington, 9. Delaware, 26. Norton, 37. Bucyrus, 63. Portland, 118.

To Cleveland, by stage.

Granville, 27. Mt. Vernon, 47. Loudonville, 71. Wooster, 93. Jackson, 105. Medina, 117. Cleveland, 144.

To Portsmouth, by canal.

MILES.

Junction, 10. Bloomfield, 17. Circleville, 28. Chillicothe, 48. Piketon, 72. Portsmouth, 99.

To Cleveland, by canal.

Hebron, 34. Newark, 44. Coshocton, 84. Gnadenhutten, 110. Bolivar, 136. Massillon, 148. Akron, 181. Cleveland, 218.

FROM DETROIT.

To Cincinnati, by stage.

R. Rouge, 6. Brownstown, 16. Monroe, 35. Perrysburg, 65. Finley, 105. Hardin, 136. Bellefontaine, 158. West Liberty, 166. Urbana, 177. Springfield, 191. Yellow Springs, 200. Xenia, 209. Waynesville, 224. Lebanon, 233. Reading, 254. Cincinnati, 264.

To Buffalo, by steamboat.

☞ Sandwich, 3. Fighting Island, 8. Grosse I. 15. Amherstburg, 19. Middle Sister, 39. Bass I. 56. Sandusky, 75. Cleveland, 135. Fairport, 165. Erie, Pa. 239. Westfield, 269. Dunkirk, 284. Cattaraugus, 297. Buffalo, 325.

To Chichago, by stage.

☞ R. Rouge, 10. Ypsilanti, 28. Jackson, 39. Jonesville, 86. Factory, 102. Post O. St. Joseph's River, 152. Edwardsville, 172. Calamic River, 253. Chicago, 267.

To Chicago, via Montcalm.

MILES.

Schwartzburg, 20. Dexter, 49. Montcalm, 74. Kalmazoo, 137. Mouth of St. Joseph, 184. Chicago by steamboat, 248.

To Chicago, by steamboat.

Grants Pt. 12. Horsons I. 30. Cottrellville, 38. Palmer, 50. Bunceville, 56. Fort Gratiot, 63. White Rock, 105. Pt. au Barques, 140. Thunder Island, 170. Middle I. 195. Presque I. 255. Mackinaw, 310. Beaver I. 355. Manitou I. 390. Chicago, 640.

To Ft. Howard, Green Bay, by steamboat.

Beaver I. as above, 355. I. Brule, 385. G. Traverse, 395. Chambers I. 420. Green I. 435. Fort Howard, 475.

To Saginaw, by stage.

Pontiac, 24. Indian Vil. 59. Saginaw, 93.

To Fort Gratiot, by stage.

Mt. Clemens, 20. Palmer, 46. Bunceville, 52. Ft. Gratiot, 59.

FROM GALENA, (ILL.)

To St. Louis, by steamboat.

Mississippi River, 4. Apple Creek, 18. Rush Creek, 26. Plum Creek, 36. Maradozia, 46. Fort

MILES.

Armstrong, 70. Copper Creek, 96. Fort Edwards, 196. Hannibal, 237. Louisiana, 262. Illinois River, 333. Missouri River, 351. St. Louis, 371.

To Prairie du Chien.

N. boundary of Il. 17. L. Platte, Cr. 24. Grant, Cr. 30. Cassville, 44. Prairie du Chien, 68.

To Fort Winnebago, by land.

Gratiot's Grove, 15. Dodgeville, 45. Moundville, 59. Fort Winnebago, 113.

To Chicago, by land, 169.

To Vandalia, by land.

Rock River, 65. Peoria, 141. Springfield, 206. Vandalia, 261.

HARTFORD THOROUGHFARES.

To New Haven, by stage.

Newington, 6. Worthington, 12. Meriden, 18. Wallingford, 22. North Haven, 31. New Haven, 36.

To New Haven, via Middletown, by stage.

Stepney, 8. Middletown, 16. Durham, 23. Northford, 31. New Haven, 41.

To Boston, by stage.

MILES.

Ellington, 14. Tolland, 19. Willington, 26. Ashford, 28. Thompson, 48. Douglass, 62. Mendon, 74. Medway, 83. Dover, 95. Brooklyne, 106. Boston, 110.

To Providence, by stage.

Ashford, as above, 28. Pomfret, 42. Killingly, 48. Providence, 74.

To New London, by stage.

Glastenbury, 7. Marlboro, 18. Colchester, 26. New Salem, 33. Chesterfield, 39. New London, 46.

To Springfield, by stage.

Windsor, 7. Warehouse Pt. 14. Enfield, 18 Springfield, 28.

To Worcester, by stage.

Tolland, 19. Stafford Spr. 27. Stafford Ch. 29. Sturbridge, 52. Charlton, 62. Worcester, 72.

To Salisbury, by stage.

Northington, 9. Canton, 14. Winsted, 26. Norfolk, 36. N. Canaan, 41. Salisbury, 48.

To Litchfield, by stage.

Farmington, 10. Burlington, 19. Harwinton, 26. Litchfield, 34.

To Danbury, by stage.

MILES.

Farmington, 10. Bristol, 17. Plymouth, 23. Watertown, 30. Woodbury, 37. Newtown, 52. Danbury, 61.

FROM INDIANAPOLIS.

To New Albany, by stage.

Franklin, 20. Edinburg, 30. Columbus, 42. Brownstown, 67. Vallona, 70. Salem, 89. Greenville, 113. N. Albany, 122. (Thence to Louisville, K. 3 miles.)

To Cincinnati, by stage.

Rushville, 40. Somerset, 54. Brookeville, 65. Harrison, 82. Miami, 90. Cincinnati, 105.

To Vincennes, by stage.

Port Royal, 16. Martinville, 30. Spencer, 54. Bloomfield, 77. Vincennes, 122.

To Vandalia, Il. by stage.

Belville, 20. Greencastle R. 37. Terrehaute, 70. Embarrass R. 115. Ewington, 140. Vandalia, 170.

To Covington, by stage.

Crawfordsville, 50. Covington, 79.

To Wayne, by stage.

Connerstown, 17. Noblesville, 21. Strawtown, 28. Wayne, 111.

To Columbus, O. by stage.

MILES.

Greenfield, 20. Centreville, 64. Richmond, 70. Lewisburg, 87. York, 103. Springfield, 129. Columbus, 172.

FROM LANCASTER.

To Philadelphia, by stage.

Soudersburg, 8. Coatesville, 25. Downington, 32. Paoli, 44. Philadelphia, 64.

To Philadelphia, by railroad.

Soudersburg, 9. Mine Ridge, 17. Coatesville, 29. Downingstown, 37. Schuylkill river, 66. Philadelphia, 69.

To Harrisburg, by railroad.

Mountjoy, 12. Elizabethtown, 19. Middletown, 26. Harrisburg, 35.

To Pittsburg.

Columbia, by railroad, 13. York, by railroad, 24. Abbotstown, by railroad, 39. Gettysburg, by railroad, 53. Chambersburg, by Railroad, 78. M'Connellstown, 97. Bedford, 128. Stoystown, 156. Laughlintown, 172. Youngstown, 185. Greensburg, 195. Stuartsville, 208. Pittsburg, 227.

To Reading, by stage.

Ephrata, 13. Adams, 22. Reading, 31.

FROM LEXINGTON.

To Louisville, by railroad.

MILES.

To Elkhorn R., 10. Franklin Co. line, 20. Frankford, 27. Shelby Co. line, 34. Ballardsville road, 62. Brownsboro, 74. Middletown, 80. Louisville, 94.

To Louisville, by stage.

Frankfort, 24. Shelbyville, 45. Middletown, 65. Louisville, 77.

To Nashville, Penn.

Shakertown, 2. Harrodsburg, 10. Perryville, 20. Lebanon, 37. New Market, 43. Summerville, 63. Glasgow, 94. Scottsville, 118. Gallatin, 151. Haysboro, 170. Nashville, 176.

To Cincinnati, O.

Georgetown, 12. Harrisons, 30. Theobalds, 41. Gaines, 54. Cincinnati, 66.

FROM LITTLE ROCK, ARK.

To the Mouth of the Arkansas, by steamboat.

Candle Point, 50. Pine Bluff, 75. New Gascony, 92. Heccatoo, 117. Arkansas, 162. Mouth of the Arkansas, 206.

To Fort Smith.

Cadron, 34. Lewisburg, 47. Pt. Remove, 49.

MILES.

Dardanelle, 62. Takatoka, 68. Scotia, 74. Spaldry Bluff, 89. Arkansas Ferry, 114. Crawford, C. H., 133. Fort Smith, 158.

To Columbia.

Cross Roads, 18. Des Arc, 35. L. Red R., 64. White River, 88. Rock, P. O., 104. Strawberry, 116. Jackson, 133. Columbia, 148.

To Memphis.

Bayou Meteau, 12. Cache, P. O., 66, Walnut Camp, 85. St. Francis, 119. Marion, 149. Memphis, 159.

FROM LOUISVILLE.

To Lexington, by stage.

Middletown, 12. Shelbyville, 32. Frankfort, 53. Lexington, 77.

To Nashville, Ten., by stage.

West Point, 21. Elizabethtown, 43. Coombsville, 52. Munfordsville, 73. Glasgow, 93. Scottsville, 117. Gallatin, 137. Nashville. 162.

To Indianapolis, by stage.

New Albany, 3. Greenville, 12. Salem, 36. Valona, 55. Brownstown, 58. Columbus, 83. Edinburg, 95. Franklin, 105. Indianapolis, 125.

To Vincennes, by stage.

MILES.

New Albany, 3. Greenville, 12. Fredericksburg, 27. Paoli, 45. Mt Pleasant, 70. Washington, 88. Vincennes, 108.

To Cincinnati, by stage.

Charleston, 13. Bethlehem, 26. New London, 34. Madison, 46. Aurora, 77. Lawrenceburg, 80. Cincinnati, 103.

To Troy, by stage.

New Albany, 3. Corydon, 19. Fredonia, 35. Troy, 63.

To Hopkinsville, by stage.

West Point, 21. Philadelphia, 37. Hardinsburg, 59. Hartford, 95. Greenville, 118. Hopkinsville, 145.

To Lexington, by railroad.

Middletown, 14. Brownsboro, 20. Ballardsville road, 32. Shelby Co. line, 60. Frankford, 67. Franklin Co. line, 74. So. Elkhorn R., 84. Lexington, 94.

To Springfield, by Stage.

Shepardsville, 23. Bardstown, 41. Fredericksburg, 51. Springfield, 59.

To Pittsburg, by steamboat.

West Point, 23. Madison, 44. Port William, 57.

MILES.

Vevay, 67. Fredericksburg, 77. Lawrenceburg, 108. Cincinnati, 132. New Richmond, 153. Point Pleasant, 158. Augusta, 173. Marysville, 189. Portsmouth, 235. Burlington, 276. Gallipolis, 317. Letart's Rapids, 349. Belville, 379. Parkersburg, 396. Marietta, 409. Wheeling, 490. Steubenville, 511. Pittsburg, 581.

To New Orleans, by steamboat.

Northampton, 42. Leavenworth, 59. Stephensport, 92. Rockport, 145. Owensburg, 153. Evansville, 188. Henderson, 199. Mt. Vernon, 221. Carthage, 233. Shawneetown, 252. Cave in Rock, 272. Cumberland R., 313. Tennessee R., 324. America, 360. Mouth of Ohio, 371. New Madrid, 436. Little Prairie, 460. Memphis, 585. Arkansas R., 757. Vicksburg, 1041. Natchez, 1144. St. Francisville, 1283. Baton Rouge, 1317. New Orleans, 1448.

To St. Louis, by steamboat.

Mouth of Ohio, as above, 371. Elk Island, 379. Dogtooth I., 387. English I., 401. Cape Girardeau, 412. Bainbridge, 422. Muddy river, 436. La Cour, 452. Mary's R., 466. Saline R., 475. St. Genevieve, 483. Ft. Chartres, 495. Herculaneum, 514. Harrison, 519. Merrimac R., 526. Carondelet, 538. St. Louis, 544.

FROM MEMPHIS.

To New Orleans, by steamboat.

Arkansas river, 172. Vicksburg, 456. Natchez,

MILES.
559. St. Francisville, 698. Baton Rouge, 732. New Orleans, 863.

To Louisville, by steamboat.

Greenock, 12. Randolph, 42. Fulton, 48. Little Prairie, 105. New Madrid, 141. Columbus, 185. Mouth of Ohio, 202. America, 213. Shawneetown, 321. Carthage, 340. Mt. Vernon, 352. Hendersonville, 374. Evansville, 385. Owensberg, 420. Rockport, 428, Stephensport, 481. Leavenworth, 514. Northampton, 531. Louisville, 573.

To Little Rock, Ark.

Marion, 10. St. Francis, 40. Walnut Camp, 74. Cache P. O., 93. Bayou Meteau, 147. Little Rock, 159.

To Nashville.

Summerville, 43. Bolivar, 67. Jackson, 95. Huntingdon, 133. Reynoldsburg, 162. Charlotte, 201. Nashville, 240.

To Florence, Al.

Raleigh, 9. Summerville, 43. Bolivar, 67. Purdy, 97. Savannah, 113. Florence, 163.

FROM MOBILE.

To New Orleans.

Springhill, by stage, 6. Portersville, 30. (Thence to New Orleans by steamboat and railroad, 123 miles.)

To Montgomery, by stage.

Miles.

Taitsville, 35. Burnt Corn, 87. Fort Dale, 132. Montgomery, 180.

To Leakesville, by stage.

Escatappa R., 28. Chickasawhay R., 48. Leakesville, 59.

To Tuscaloosa, by stage.

Florida, 31. Dumfries, 46. St. Stephens, 70. Clarksville, 84. Choctaw corner, 112. Whitehall, 152. Greensboro, 177. Tuscaloosa, 208.

To Tuscaloosa, by steamboat.

Fort Stoddart, 47. Dumfries, 62. St. Stephens, 93. Coffeeville, 111. Demopolis, 198. Erie, 228. Tuscaloosa, 285.

To Montgomery, by steamboat.

Tombeckbee R., 51. Fort Mimms, 59. Claiborne, 104. Black Bluff, 130. Canton, 180. Portland, 194. Cahawba, 216. Selma, 231. Vernon, 275. Washington, 291. Montgomery, 301.

To Pensacola, by steamboat.

Dog R., 10. Fowl R., 16. Fort Bowyer, 34. Perdido R., 64. Barancas, 79. Pensacola, 89.

To Pensacola, by stage, &c.

Blakely, by steamboat, 11. Bellefontaine, by stage, 37. Pensacola, 74.

FROM MONTREAL.

To Quebec, by steamboat; (the distances by land are nearly the same.)

MILES.

St. Sulpice, by stage, 27. La Valtrie, 32. La Noraye, 42. William Henry, 53. Three River, 96. Gentilly, 110. St. Anne, 125. Point aux Trembles, 163. Quebec, 180.

To Albany, by steamboat and stage.

La Prairie, by stage, 8. [By steamboat, St. John's, 25. Isle au Noix, 34. Chazy, 49. Plattsburg, 63. S. Hero, 71. Burlington, 80. Essex, 95. Bason Harbor, 104. Crown Point, 116. Ticonderoga, 130. Whitehall, 153.] [By stage, Fort Ann, 167. Sandy Hill, 176. Fort Miller, 187. Stillwater, 205. Troy, 219. Albany, 225.]

To Boston, by stage, via Burlington, Vt.

St. Johns, 25. Phillipsburg, 48. St. Albans, 64. Milton, 77. Burlington, 89. Richmond, 103. Montpelier, 129. Chelsea, 153. Dartmouth Col., 178. Shaker's Vil., 189. Andover, 211. Concord, N. H., 235. Hookset Falls, 243. Londonderry, 262. Andover, 282. Boston, 303.

To the Falls of Niagara, by steamboat, &c.

La Chine, 8. Cascades, 24. Les Cedres, 31. Coteau du Lac, 38. Lake St. Francis, 42. Head of ditto, 64. Cornwall, 70. Long Saut I., 80. Chrysler's Field, 97. Hamilton, 98. Prescot, 116. Elizabethtown, 130. Kingston, 178. Oswego,' 236. Coburg, 310. Port Hope, 346. Toronto, (York,)

MILES.

412. Niagara Vil., 442. Queenston, 449. Falls of Niagara, 455.

FROM NASHVILLE.

To Florence, Ala., by stage.

Franklin, 18. Columbia, 41. Mt. Pleasant, 52. Lawrenceburg, 74. Florence, 115.

To Memphis, by stage.

Charlotte, 39. Reynoldsburg, 78. Huntingdon, 107. Jackson, 145. Bolivar, 173. Summerville, 197. Memphis, 240.

To Knoxville, by stage.

Lebanon, 28. Alexandria, 46. Liberty, 54. Sparta, 86. Crab Orchard, 124. Kingston, 144. Loveville, 167. Knoxville, 181.

To Huntsville, by stage.

Nolensville, 17. Gideonville, 38. Farmington, 50. Fayetteville, 77. Hazel Green, 94. Huntsville, 106.

To Lexington, Ky., by stage.

Haysboro, 6. Franklin, K., 35. Bowling green, 57. Monroe, 108. New Market, 139. Harrodsburg, 173. Lexington, 202.

To New Orlerns, by steamboat.

Hillsboro, 20. Clarkesville, 69. Palmyra, 75.

MILES.

Dover, 107. Eddyville, 162. Ohio River, 203. America, 250. Memphis, 475. Vicksburg, 931. Natchez, 1034. New Orleans, 1338.

To Louisville, by steamboat.

Ohio River, as above, 203. Rock Haven, 237. Shawneetown, 264. Carthage, 283. Mt. Vernon, 295. Hendersonville, 317. Rockport, 371. Leavenworth, 457. Louisville, 516.

ROUTES FROM NEW YORK.

To Albany, by steamboat.

Fort Gansevort, 2. Hamilton's Monument, 4. Manhattanville, 7. Fort Lee, 10. Spuyten Duyvel Creek, 12. Phillipsburg, 16. Dobb's Ferry, 22. Tappan Landing, 25. Tarrytown, 26. Nyack, on Tappan sea, 29. Sparta and State prison, 32. Tellers Point, 34. Haverstraw and Croton, 35. Stony Point, 38. Verplank's Point, 39. Peekskill, 41. St. Anthony's nose, 43. Fort Clinton, 44. West Point, 51. [The Highlands, Crows Nest Mt., 55. Butter Hill, 56. Caldwell, 57. Canterbury, 58.] New Windsor, 59. Newburg, west side, 61. Fishkill landing, east side, 61. Hamburg, 67. Hampton, 68. Barnegat, 70. Poukeepsie, 75. Hyde Park, 80. Pelham, 83. Walkill Cr., 89. Rhinebeck, 90. Redhook, L. L., 96. Glasgow, 99. Redhook, U. L., 100. Saugerties, 101. Bristol, 102. Catskill, 111. (Thence to Pine Orchard, 14 miles.) Hudson and Athens, 116. Columbiaville, 121. Coxsackie, 124. Kinderhook landing, 125. New Baltimore, 130. Coeymans, 132. Schodack, 134. Castleton, 135. Albany, 145. For routes from

MILES.

Albany, see article "Albany." The stage route from New York to Albany, does not differ materially from the above.

To Boston, by steamboat.

Newtown Creek, 4. Hell Gate, 9. Flushing Bay, 13. Throg's Point, 16. Cow Neck, 18. New Rochelle L., 24. West Greenwich, 35. Stamford, 43. Oldwell, 51. Southport, 59. Black rock, 64. Stratford Point, 71. New Haven harbor, 83. (Thence to New Haven, four miles.) Falkner's Is., 95. Hammonasset Pt., 103. Connecticut river, 114. New London harbor, 128. (Thence to New London, four miles.) Fisher's Is., 133. Point Judith, 163. Beaver Tail, (Narraganset bay,) 172. Newport, 177. Bristol harbor, 187. Pawtuxet, 197. Providence, 202. Boston, by land, 245.

To Montauk Point, by stage.

Jamaica, 11. Dix Hills, 29. Smithtown, 40. Carmeau, 58. Morriches, 68. Quag, 77. S. Hampton, 91. B. Hampton, 98. Montauk Point, 121.

To Philadelphia, via South Amboy, &c.

[By S. Bt., Castle Williams, 1. Bedlow's Island 2. Kills, 5. Ryers Ferry, 7. Newark bay, 8. Elizabethtown pt., 12. Rahway river, 16. Perth Amboy, 25. South Amboy, 27.] [By R. R., Spotswood, 36. West's, 40. Rocky Brook, 48. Centreville, 52. Bordentown, 61.] [By S. Bt., Bristol, 71. Burlington, 72. Point no point, 86. Philadelphia, 91.]

To Philadelphia, by railroad, via Trenton.

Jersey City, 1. Hackensack river, 5. Newark, 10.

MILES.

Bound Brook, 13. Elizabethtown, 16. Rahway, 19. Matouchin, 25. New Brunswick, 30. Sand Hills, 39. Williamsburg, 46. Clarks, 49. Trenton, 57. Tyburn, 60. Tullytown, 63. Bristol, 67. Dunksville, 71. Pennepack Creek, 75. Frankford, 79. R. R. Depot, 83¾. State H. Philadelphia, 85¾.

To Philadelphia, via New Brunswick, &c.

[By S. Bt., Perth Amboy, 25. New Brunswick, 37.] [By stage, Kingston, 51. Princeton, 54. Trenton, 64.] [By S. Boat, Bordentown, 70. Philadelphia, 100.]

To Philadelphia, by stage.

Newark, 10. Elizabethtown, 16. Rahway, 21. New Brunswick, 34. Kingston, 47. Princeton, 50. Trenton, 60. Bristol, 71. Holmsburg, 82. Frankford, 86. Philadelphia, 91.

To Easton, Pa., by stage.

Newark, 10. Morristown, 29. Chester, 42. Schooley's Mt. Springs, 50. Mansfield, 61. Easton, 76.

To Ithaca, N. Y.

Newark, 10. Pompton, 31. Snufftown, 43. Deckertown, 55. Milford, 72. Wilsonville, 96. Rixes Gap, Pa., 111. Montrose, 145. [By R. R., Owego, 177. Ithaca, 207.]

To New Haven, Con. by stage.

West Chester, 15. Mamaronec, 23. Rye, 29. West Greenwich, 31. Stamford, 38. Norwalk, 47.

MILES.

Saugatuck, 51. Southport, 55. Fairfield, 58. Bridgeport, 62. Stamford, 66. Milford, 71. New Haven, 82.

Route from New York to Boston, by steamboat to Stonington, and thence by railroad to Boston.

Hell Gate, by S. Bt., 9. Flushing bay, 13. Throg's Point, 16. New Rochelle L., 24. Stamford, 41. Stratford Point, 67. New Haven, 80. Faulkner's Islands, 92. Connecticut river, 111. River Thames, 125. [By R. R., Stonington, 141. Kingston, 164. Providence, 188. Mansfield, 205. Boston, 229.]

From New York to Boston, by steamboat to Norwich, Conn., and thence to Boston by railroad.

River Thames, 125. New London, 129. Norwich, 145. Jewett's City, 154. Canterbury, 160. Westfield, 172. Thompson, 184. Oxford, 194. Worcester, 204. Boston, 248.

From New York to Boston, by steamboat to Bridgeport, Conn., and thence by railroad to Boston.

Bridgeport, 60. Newtown, 80. New Milford, 96. Kent, 108. Cornwall, 120. Canaan Falls, 126. West Stockbridge, 154. Springfield, 216. Worcester, 270. Boston, 314.

From New York to Hartford, by steamboat to New Haven, and thence by railroad to Hartford.

New Haven, 80. Wallingford, 92. Merriden, 98. Hartford, 116.

From New York to Albany, by steamboat to Bridgeport, and thence by railroad to Albany.

MILES.

Bridgeport, 60. West Stockbridge, 154. Albany, 195.

From New York to Easton, Pa. by railroad to Morristown, and thence to Easton by stage.

Newark, 10. Morristown, 30. Mendham, 37. Chester, 42. German Valley, 47. Schoooley's Mt'n. Springs, 50. Mansfield, 59. Easton, 74.

New York to Passaic Falls, by railroad.

Jersey City, 1. Bergen, 3. Acquackanonk, 12. Paterson and Falls, 17.

From New York to Philadelphia, by railroad, via Trenton and Camden.

Newark, 10. Elizabethtown, 16. Rahway, 19. Matouchin, 25. New Brunswick, 30. Princeton Depot, 46. Trenton, 57. Bordentown, 65. Burlington, 75. Camden, 95. Philadelphia, 96.

FROM NEW HAVEN.

To New York, by stage.

Milford, 11. Stratford, 16. Black Rock, 22. Southport, 27. Saugatuck, 31. Norwalk, 35. Stamford, 44. West Greenwich, 51. Rye, 55. Mamaroneck, 61. West Chester, 69. New York, 84.

To New York, by steamboat.

Black Rock, 23. Southport, 28. Oldwell, 36.

MILES.

Stamford Harbor, 44. West Greenwich, 52. New-York, 87.

To Providence, by steamboat.

Faulkner's Island, 16. Connecticut R., 35. New London Harbor, 49. (Thence to New London 4 miles.) Point Judith, 85. Newport, 98. Pawtuxet, 118. Providence, 123.

To Danbury, by stage.

Derby, 10. Housatonic Ferry, 13. New Strafford, 17. Newton, 25. Danbury, 34.

To Granby, by canal.

East Plains, 6. Hamden, 8. Cheshire, 16. Southington, 32. Farmington, 33. Northington, 40. Simsbury, 47. Granby, 52.

To Hartford, by stage.

North Haven, 5. Wallingford, 14. Meriden, 18. Worthington, 24. Newington, 30. Hartford, 36.

To Hartford, via Middletown.

Northford, 10. Durham, 18. Middletown, 25. Stepney, 33. Hartford, 41.

To Newport, by stage.

Branford, 8. Guilford, 18. E. Guilford, 22.

MILES.

Westbrook, 31. Connecticut R., 37. New London, 54. Mystic, 62. Newport, 101.

FROM NEW-ORLEANS.

To Louisville, by steamboat.

Arnaud's Point, 13. Red Church, 22. Destretchen's Pt., 34. Bonnet Q. Bend, 36. B. Quarre Church, 41. Cantrell's Church, 60. Bringiers, 68. Hamptons, 73. Donaldsonville, 78. St. Gabriels, 102. Plaquemine, 108. Baton Rouge, 126. Thomas Pt., 137. Thompson's Cr., 149. St. Francisville and Pt. Coupee, 159. Tunica, 186. Red River, 208, Fort Adams, 217. Homochitto R., 227. White Cliffs, 254. Natchez, 271. Coles Creek, 293. Rodney, 312. Bruinsburg, 316. Grand Gulf and Big Black River, 330. Point Pleasant, 340. Palmyra, 353. Warrenton, 367. Vicksburg, 377. Yazoo River, 389. Tompkins, 421. Providence, 447. Princeton, 455. Old River, 503. Pt. Chicot, 515. Arkansas R., 574. White R., 583. Helena, 643. St. Francis I., 657. 35° N. Lat., 705. Noncona R., 715. Memphis, 719. Greenock, 731. 3d Chickasaw Bluff, 749. Randolph, 761. Fulton, 767. Plum Pt. 778. Needham's Cut-off, 804. Little Prairie, 824. Riddle's Pt. 847. New Madrid, 860. Mills Pt., 888. Columbus, 904. Mouth of Ohio, 921. America, 932. Tennessee R., 968. Cumberland R., 979. Rock Cave, 1020. Shawneetown, 1040. Carthage, 1059. Mt. Vernon, 1071. Hendersonville, 1093. Evansville, 1104. Owensburg, 1139. Rockport, 1147, Stephensport, 1200. Leavenworth, 1233. Northampton, 1250. Louisville, 1292. (For continuation to Cincinnati, Pittsburg, &c., see Louisville.)

To St. Louis, by steamboat.

MILES.

Mouth of Ohio, as above, 991. Tyawappita B., 950. Cape Girardeau, 963. Bainbridge, 972. Muddy R., 985. Kaskaskia R., 1016. St. Genevieve, 1033. Chartier I., 1044. Herculaneum, 1063. Maramac R., 1074. Carondelet, 1086. St. Louis, 1090.

To Balize and Gulf of Mexico, by steamboat.

Battle Ground, 5. English Turn, 11. Fort St. Leon, 16. Poverty Pt., 34. Grand Prairie, 61. Fort St. Philip, 70. S. W. Pass, 79. South Pass, 81. Pass a' Loutre, 83. Balize, 87. Gulf, 92.

To Natchitoches, by steamboat.

Red River, as above, 208. Ouachita, 244. Bayou Saline, 264. Alexandria, 318. Bayou Cane, 378. Natchitotches, 402.

To Little Rock, by steamboat.

Arkansas R., as above, 574. Arkansas, 601. Harrington's, 644. Vaugine's, 667. Little Rock, 748.

To Mobile, by steamboat and stage.

L. Ponchartrain, by railroad, 5. [By s. boat, Pt. Aux Herbes, 20. Ft. Coquilles, 27. L. Borgne, 38. Grand Island, 47. St. Joseph's Island, 51. W. Marianne, 57. E. Marianne, 62. Cat Island, 72. Deer Island, 89. Krebsville Harbor, 107. Portersville, 123.] Mobile, by stage, 153.

To St. Stephens by stage.

MILES.

Madisonville, 32. Jacksonville, 72. Leakesville, 138. Chickasawhay R., 155. St. Stephens, 179.

To Natchez.

Madisonville, by steamboat, 32. Liberty, by stage. 101. Natchez, by stage, 151.

To Berwick's Bay, and thence to Opelousas.

Donaldsonville, 78. Veret Canal, 92. S. end Canal, 99. Lake Palourde, 112. Berwick's Bay, 122. Franklin, 143. Fausse Pt., 170. St. Martinsville, 178. Opelousas, 214.

To Nashville by stage, via Florence, Ala.

L. Ponchartrain, 5. Madisonville, 32. Covington, 39. Jacksonville, 72. Columbia, 102. Ellisville, 150. Old Church, 197. Koomsha, 242. Columbus, 310. Pikeville, 374. Russelville, 404. Florence, 426. Lawrenceburg, 467. Mt. Pleasant, 489. Columbia, 500. Franklin, 523. Nashville, 541.

FROM NIAGARA.

To Montreal, via Lake Ontario, by steamboat, &c.

Queenston, 6. Niagara Vil., 13. Toronto, (York,) 43. Port Hope, 109. Coburg, 145. Oswego, 219. Duck's Island, 242. Kingston, 277. Elizabethtown, 325. Prescot, 339. Hamilton, 357. Long Saut I., 375. Cornwall, 385. Lake St. Francis, 391. Foot of do. 413. Coteau du Lac, 417. Les Cedres, 424. Cascades, 431. La Chine, 447. Montreal, 455.

To Lockport, by railroad.

MILES.

Cayuga Cr. 11. Cambria, 14. Lockport, 20.

To Rochester, by stage.

Lewistown, 7. Cambria, 22. Hartland, 33. Oak Orchard, 47. Gainesville, 54. Clarkson, 69. Parma, 76. Rochester, 87.

To Buffalo, by stage, Canada side.

Chippawa, 2. Waterloo, 17. Black rock, 18. Buffalo, 19.

To Buffalo, Am. side by railroad.[1]

Schlosser, 2. Tonnewanta, 13. Black Rock, 22. Buffalo, 23.

FROM PHILADELPHIA.

To Pittsburg.

[Rail Road. Fair Mount, 1. Viaduct over the Schuylkill, 3. Buck Tavern, 11. Spread Eagle, 16. Paoli, 21. Warren, 22. Valley Creek, 29. Downingtown, 32. Coatesville, 40. Gap Tavern, 51. Mine ridge, 52. Mill Creek, 57. Soudersburg, 60. Lancaster, 69. Mt. Pleasant, 77. Columbia, 82.] Stage. York, 93. Abbotstown, 108. Gettysburg, 122. Chambersburg, 147. M'Connelstown, 166. Bedford, 197. Shellsburg, 206. Stoystown, 225. Laughlintown, 241. Greensburg, 264. Pittsburg, 296.

To Pittsburg, via Harrisburg.

MILES.

[Rail Road. Lancaster, 69. Mountjoy, 81. Middletown, 96. Harrisburg, 105. Carlisle, 123. Stough's T. 136. Shippensburg, 143. Chambersburg, 154.] Pittsburg, as above, 301.

To Pittsburg, by Pennsylvania railroad and canal.

Columbia, as above, 82. Canal, [Marietta, 85. Bainbridge, 91. Falmouth, 95. Middletown, 99. Highspire, 102. Harrisburg, 108. Blue Mt. Gap, 113. Port Dauphin, 116. Duncan's Isd. 125. Newport, 135. Thompsontown, 146. Mexico, 153. Mifflintown, 157. Lewistown, 171. Waynesburg, 185. Aughwich F's, 197. Huntingden, 214. Petersburg, 221. Alexandria, 228. Williamsburg, 240. Frankstown, 250. Hollidaysburg, 253.] Johnstown, by R. R. 290. [Canal, Laurel Hill, 297. Lockport, 307. Chesnut Hill, 312. Blairsville, 320. Saltzburg, 336. Warrentown, 348. Leechburg, 358. Allegheny aqua. 361. Logan's Ferry, 376. Pittsburg, 394.

To Erie, Pa. by stage.

Manayunk, 7. Norristown, 16. Trap, 25. Pottstown, 35. Warrensburg, 40. Exetertown, 45. Reading, 52. Hamburg, 67. Orwigsburg, 78. Pottsville, 86. Sunbury, 122. New Berlin, 133. Milheim, 158. Bellefonte, 179. Phillipsburg, 206. Curwinville, 225. Brookville, 262. Shippensville, 289. Franklin, 307. Meadville, 332. Waterford, 355. Erie, 370.

To Pottsville, by Schuylkill canal.

Manayunk, 7. Flat Rock, 8. Spring Mills, 11. Norristown, 16. Phenixville, 28. Pottstown, 43.

MILES.

Unionville, 46. Birdsboro, 52. Reading, 64. Hamburg, 87. Port Clinton, 91. Tunnel, 98. Schuylkill Haven, 101. Mount Carbon, 105. Pottsville, 106. Port Carbon, 108.

To Bethlehem, Pa. by stage.

Sunville, 3. Germantown, 6. Flowertown, 11. Spring, 17. Montgomery, 21. Lexington, 25. Sellersville, 32. Quakertown, 37. Fryburg, 43. Bethlehem, 51.

To Easton, by stage.

Shoemakertown, 9. Jenkintown, 10. Abington, 11. Willowgrove, 13. Newville, 20. Doylestown, 24. Ottsville, 39. Easton, 56.

To New York, by stage.

Frankford, 5. Holmsburg, 9. Bristol, 20. Trenton, 31. Princeton, 41. Kingston, 44. New Brunswick, 57. Milton, 70. Elizabethtown, 75. Newark, 81. New York, 91.

To New York, by steamboat and stage.

Burlington, by S. boat, 19. Bristol, do. 20. Bordentown, do. 30. Trenton, do. 36. Princeton, by Stage, 46. New Brunswick, do. 63. Perth Amboy, by S. Boat, 75. New York, do. 100.

To New York, by steamboat and railroad.

Bordentown, by S. Boat, 30. Centreville, by Rail R.

MILES.

39. Spotswood, 56. South Amboy, 64. Perth Amboy, by S. Boat, 66. New York, 91.

To Baltimore, by railroad, via Wilmington, &c.

Wilmington Rail Road, 1. Gray's Ferry viaduct, 5. Chester, 14. Marcus H. Road, 18. Wilmington, 27. Newport, 31. Newark Road, 39. Elkton, 45. Northeast, 51. Charleston, 54. Havre De Grace, 60. Bush River, 72. Gunpowder R. 79. Back River, 90. Depot, 94. Baltimore, P. O. 95.

To Baltimore, by steamboat and railroad.

[Steamboat, Fort Mifflin, 8. Lazaretto, 13. Chester, 18. Marcus Hook, 22. Christiana Cr. 30. New Castle, 35.] Frenchtown, by R. R. 51. Baltimore, by S. B. 120.

To Baltimore, by stage.

Darby, 6. Chester, 15. Wilmington, 28 Elkton, 48. Havre De Grace, 64. Baltimore, 98.

To Baltimore, by steamboat and canal.

New Castle, as above, by steamboat, 35. Delaware City, 41. St. George's, by Canal, 46. Deep Cut, do. 50. Bohemia, do. 55. Turkey Point, by S. boat, 65. Baltimore, do. 113.

To Cape May, by steamboat.

Delaware City, as above, 41. Reedy Island, 46.

MILES.

Allaways Creek, 51. Bombay Hook, 63. Egg Island, 80. Light Ho. C. May, 100. Cape Island, 102.

To Cape May, by stage.

Woodbury, 9. Jonesboro, 19. Malaga, 29. Millville, 42. Port Elizabeth, 48. Dennis Creek, 62. Goshen, 66. Cape May, C. H. 70. Cold Spring, 79. Cape Island, 81.

To Tuckerton, N. Jer. by stage.

Pensauken Creek, 9. Hampton, F. 26. Washington, 35. Tuckerton, 49.

To Long Branch.

Bordentown, by S. B. 30. Allentown, by stage, 37. Monmouth, do. 55. Eaton, do. 65. Long Branch, do. 69.

To Reading and Pottsville by railroad.

Manayunk, 8. Morristown, 17. Trap, 26. Pottstown, 37. Warrensburg, 43. Exetertown, 48. Reading, 57. Hamburg, 78. Port Clinton, 82. Schuylkill Haven, 90. Pottsville, 95.

To New York by railroad.

Camden, 1. Burlington, 21. Bordentown, 31. Trenton, 39. Princeton Depot, 50. New Brunswick, 66. Matouchin, 71. Rahway, 77. Elizabethtown, 80. Newark, 86. New York, 96.

FROM PITTSBURG.

To Cincinnati, O., by steamboat.

MILES.

Middletown, 11. Beavertown, 29. Fawcetstown, 48. Steubenville, 70. Wellsburg, 77. Warrenton, 83. Wheeling, 91. Elizabethtown, 104. Sistersville, 139. Newport, 156. Marietta, 172. Parkersburg, 185. Bellville, 202. Letart's rapids, 232 Point Pleasant, 261. Gallipolis, 264. Guyandot, 298 Burlington, 305. Portsmouth, 346. Manchester, 382. Maysville, 392. Ripley, 399. Augusta, 408. Point Pleasant, 423. Cincinnati, 449. (See Cincinnati.)

To Philadelphia, by stage, &c.

East Liberty, 5. Wilkinsburg, 8. Howardsville, 11. Stewartsville, 19. Adamsburg, 25. Greensburg, 32. Youngstown, 42. Laughlin, 55. Stoystown, 71. Bedford, 99. M'Connels T. 130. [By railroad. Chambersburg, 149. Gettysburg, 174. York, 203. Columbia, 214. Lancaster, 227. Downingtown, 264. Philadelphia, 296.

To Philadelphia, by canal and railroad.

Allegheny Aqueduct, 23. Blairsville, 74. Johnstown, 104. Hollidaysburg, R. R. 141. [By canal. Huntingdon, 180. Lewistown, 223. Duncan Island, 269. Middletown, 295. Columbia, 312.] Philadelphia, by R. R. 394.

To Erie, Pa. by stage.

Woodville, 18. Butler, 27. Centreville, 45. Mercer, 60. Georgetown, 75. Meadville, 90. Waterford, 113. Erie, 128.

To Wheeling, by stage.

MILES.

Findlaysville, 13. Washington, 24. Martinsburg, 29. Claysville, 31. W. Alexander, 39. Wheeling, 55.

FROM PORTLAND.

To Boston, by stage.

Saco, 16. Kennebunk port, 26. Wells, 32. York, 47. Portsmouth, 56. Hampton Falls, 69. Newburyport, 78. Rowley, 83. Topsfield, 91. Danvers, 96. Sangus, 104. Boston, 114.

To Boston via Salem, by stage.

Rowley, as above, 83. Ipswich, 88. Hamilton, 93. Wenham, 95. Beverly, 99. Salem, 102. Lynn, 107. Boston, 117.

To Eastport, by stage.

Freeport, 18. Brunswick, 27. Bath, 34. Wiscasset, 49. Waldoboro, 67. Warren, 76. Thomastown, 80. Camden, 91. Belfast, 109. Castine, (by water,) 118. Bluehill, 128. Elsworth, 142. Franklin, 154. Cherryfield, 174. Columbia, 186. Machias, 201. Whiting, 216. Eastport, 231.

To Quebec, by stage.

Brunswick, 27. Bodoinham, 40. Gardner, 51. Hallowell, 55. Augusta, 58. Waterville, 75. Norridgwock, 91. Solon, 111. Moscow, 124. Ferry over Kennebeck river, 141. Monument, 189. St. Joseph, 243. St. Henry, 271. Quebec, 283.

To Alfred.

MILES.

Buxton, 15. Alfred, 29.

To White Hills.

Standish, 17. Hiram, 31. Boundary line, 41. Mt. Washington, 88.

To Paris.

Windham, 15. Raymond, 26. Otisfield, 37. Paris, 50.

FROM RALEIGH.

To Richmond, Va., by stage.

Louisburg, 35. Warrenton, 58. Lawrenceville, 96. Petersburg, 146. Richmond, 167.

To Edenton, by stage.

Wakefield, 20. Tarboro, 66. Williamston, 100. Jamestown, 111. Plymouth, 124. Edenton, 138.

To Newbern, by stage.

Smithfield, 30. Waynesboro, 54. Kingston, 80. Newbern, 127.

To Wilmington, by stage.

Fayetteville, 58. Elizabeth, 97. Wilmington, 158.

To Columbia, S. C., by stage.

Fayetteville, 58. Laurel Hill, 91. Cheraw, 119.

MILES.

Evans Ford, 141. Lit. Lynches Cr., 162. Camden, 174. Columbia, 206.

To Knoxville, T., by stage.

Branthys, 16. Pittboro, 36. Ashboro, 70. Salisbury, 102. Statesville, 129. Morgantown, 167. Ashville, 229. Warm Springs, 265. Newport T., 293. Dandridge T., 308. Knoxville T., 340.

FROM READING.

To Philadelphia, by stage.

Exetertown, 7. Warrenburg, 12. Pottstown, 17. Trap, 27. Norristown, 36. Manayunk, 45. Philadelphia, 52.

To Philadelphia, by Schuylkill canal.

Birdsboro, 12. Unionville, 18. Pottstown, 21. Phenixville, 36. Norristown, 48. Manayunk, 57. Philadelphia, 64.

To Pottsville, by Schuylkill canal.

Hamburg, 23. Port Clinton, 27. Schuylkill Haven, 37. Pottsville, 42. Port Carbon, 44.

To Pottsville, by stage.

Maiden Creek, 7. Hamburg, 15. Port Clinton, 20. Orwigsburg, 26. Pottsville, 34.

To Middletown, by Union canal.

Berneville, 15. Womelsdorf, 25. Stouchstown, 28.

MILES.

Myerstown, 33. Lebanon, 41. Tunnel, 42. Swatara river, 49. Quittapahilla R., 60. Middletown, 79.

To Lancaster, by stage.

Adamstown, 9. Reamstown, 14. Ephrata, 18. Lancaster, 31.

To Harrisburg, by stage.

Sinking Spring, 4. Womelsdorf, 13. Myerstown, 20. Lebanon, 26. Millerstown, 31. Palmyra, 37. Hummelstown, 43. Harrisburg, 52.

To Easton, by stage.

Kutztown, 17. Trexlerstown, 26. Allentown, 34. Bethlehem, 40. Easton, 50.

FROM RICHMOND.

To Norfolk, by steamboat.

Warwick, 7. Osborn, 17. Eppes Island, 39. Windmill Point, 50. Jamestown, 74. Burrell's Bay, 87. Newport News, 102. Carney Island, 111. Norfolk, 117.

To Baltimore, by steamboat.

Newport News, as above, 102. Fort Calhoun, 110. Old Pt. Comfort, 111. New Pt. Comfort, 134, Rappahannoc R., 156. Light Boat, 177. Cedar Point, 209. Sharp's Island, 234. Herring Bay, 244. Thomas' Point, 256. Bodkin Point, 276. North Pt., 279. Fort M'Henry, 286. Baltimore, 289.

To Washington City, by stage.

MILES.

Hanover, C. H., 19. Bowling-green, 42. Fredericksburg, 64. Stafford, C. H., 73. Aquia, 78. Dumfries, 87. Occoquan, 96. Alexandria, 113. Washington, 122.

To Raleigh, N. C., by stage.

Petersburg, 21. Notoway R., 53. Lawrenceville, 71. Roanoke R., 90. Warrenton, 109. Louisburg, 132. Raleigh, 167.

To Norfolk, by stage.

Petersburg, 21. Cabin Point, 47. Surrey, C. H., 61. Smithfield, 79. Nansemond R., 90. Norfolk, 115.

To Knoxville, Tenn., by stage.

Powhatan C. H., 32. Cumberland C. H., 57. Lynchburg, 113. New London, 124. Liberty, 139. Big Lick, 167. Salem, 174. Christiansburg, 201. Newbern, 218. Evansham, 246. Mt. Airy, 161. Abingdon, 302. Blountsville, 326. Kingsport, 343, Rogersville, 369. Rutledge, 400. Knoxville, 432.

To Guyandot, via Warm Springs, by stage.

Goochland C. H., 29. Columbia, 48. Monticello, 65. Charlottesville and University of Virginia, 78. York. 97. Waynesboro, 103. Staunton, 115. Gap, 132. Warm Springs, 168. Hot Springs, 173. White Sulphur Springs, 211. Lewisburg, 221. Salt Works, 303. Charleston, 307. Guyandot, 348.

To Winchester, via Harrisonburg, by stage.

MILES.

So. Anna R., 21. Louisa C. H., 51. Gordonsville, 66. Barboursville, 72. Stannardsville, 87. Magaughey, T., 110. Harrisonburg, 121. Mt. Pleasant. 146. Woodstock, 159. Strasburg, 170. Newtown, 181. Winchester, 189.

To Weldon, N. C., by railroad.

Osborn, 18. Petersburg, 23. Stoney Creek, 40 Nottoway R., 50. Hicksford, 62. Weldon, 82.

To Yorktown, thence to Old Point Comfort.

Bottoms Bridge, 15. Cross Roads, 20. New Kent C. H., 29. Hackaday's Spring, 42 Williamsburg, 56. Yorktown, 68. Hampton 88. Old Point, 91.

To Harrisonburg.

Louisa C. H., 51. Gordonsville, 66. Barbourville, 72. Stannardsville, 87. Magaugheytown, 109. Harrisonburg, 121.

To Staunton, via Charlottesville.

Scuffletown, 3. Tuckahoe creek, 12. Goochland C. H., 29. Columbia, 48. Monticello, 76. Charlottesville, 79. York, 98. Rockfish Gap, 101. Waynesboro, 104. Staunton, 116. From Staunton to the White Sulphur Springs, is 95 miles, by the stage road.

To Lynchburg, by stage.

Coal Mines, 13. Tower Hill, 27. Scottsville, 32.

MILES.

Cartersville, 47. New Canton, 63. Maysville, 87. Lynchburg, 132.

FROM ROCHESTER.

To Albany, by Erie Canal.

Pittsford, 10. Palmyra, 29. Newark, 37. Lyons, 44. Clyde, 53. Montezuma, 64. Jordan, 79. Syracuse, 99. Manlius, 108. Canistota, 124. Rome 145. Utica, 160. Little Falls, 182. Canajoharie, 201. Amsterdam, 224. Schenectady, 240. Albany, 268.

To Buffalo, by Erie Canal.

Ogden, 12. Adam's Basin, 15. Brockport, 20. Holly, 25. Albion, 35. Wrightsville, 46. Middleport, 55. Lockport, 64. Pendleton, 73. Tonnewanta, 83. Buffalo, 95.

To Niagara Falls.

Parma, by ridge road, 11. Clarkson, 18. Gainesville, 33. Oak Orchard, 40. Hartland, 54. Cambria, 66. Lewistown, 81. Niagara Falls, 87.

To Utica.

Pittsford, 8. Mendon, 15. Bloomfield, 20. Canandaigua, 29. Geneva, 45. Cayuga, 59. Auburn, 68. West Hills, 89. Lenox, 115. Utica, 141.

To Buffalo, by stage.

MILES.

Bergen, 17. Batavia, 30. Pembroke, 44. Ransom's Grove, 52. Williamsville, 60. Buffalo, 70.

FROM SARATOGA SPRINGS.

To Albany, by railroad.

Ballston Spa, 6. Schenectady, 20. Albany, 36.

To Albany, via Waterford.

Ballston Spa, 6. Waterford, 28, Troy, 32. Albany, 40.

To Whitehall, by stage.

Northumberland, 4. Glenn's falls, and Sandy hill, 19. Fort Ann, 29. Whitehall, 41.

FROM SAVANNAH.

To Augusta, by steamboat.

Argyle Island, 7. Isla I., 15. Purisburg, 31. Beck's Ferry, 36. Ebenezer, 46. Sister's Ferry, 65. Hudson's Ferry, 90. Blanket Point, 95. Brier Creek, 111. Burton's Ferry, 135. Lower 3 runs, 146. Steel Creek, 158. Limestone Bluff, 171. Dog Ferry, 174. Demairies Ferry, 185. Gray's Landing, 195. Wallicon's Ferry, 224. Augusta, 231.

L. of C.

To Charleston, by steamboat.

MILES.

Fort Jackson, 3. Elba Island, 8. Long I., 11. Bloody Point, 17. Hilton Head, 35. Trancard's Inlet, 39. Fripp's Inlet, 51. St. Helena Sound, 60. S. Edisto Inlet, 63. N. Edisto Inlet, 76. Stono Inlet, 90. Coffin I. L. House, 101. Fort Moultrie, 107. Charleston, 111.

To Augusta, by stage.

Abercorn, 17. Ebenezer, 25. Jacksonboro, 70. Augusta, 135.

To Milledgeville, by stage.

Gr. Ogeechee R., 20 Statesboro, 49. Sandersville, 135. Milledgeville, 163.

To St. Mary's, by stage.

Bryan, old C. H., 17. Riceboro, 34. Barrington, 54. Buffalo Creek, 68. Scilla R., 78. Jefferson, 98. St. Mary's, 118.

To Darien, by stage.

Sunbury, 20. Sapelo, 36. Darien, 48.

To Charleston, by stage.

New River, 14. Hogtown, 23. Coosawatchie, 40 Pocotaligo, 46. Parker's Ferry, 78. Guerin's Ferry, 95. Charleston, 106.

FROM ST. LOUIS.

To New Orleans, by steamboat.

MILES.

Carondelet, 6. Harrison, 29. Herculaneum, 30. Fort Chartres, 49. St. Genevieve, 61. Bainbridge, 122. Cape Girardeau, 132. Mouth of Ohio, 173. New Madrid, 238. Little Prairie, 268. Memphis, 387. Arkansas river, 559. Vicksburg, 843. Natchez, 946. St. Francisville, 1085. Baton Rouge, 1119. New Orleans, 1250.

To Prairie du Chien, by steamboat.

Mouth of Missouri, 20. Alton, 23. Mouth of Illinois R., 37. Dardenne R., 47. Ramsay's Cr., 85. Clarksville, 93. Louisiana, 105. Saverton, 123. Hannibal, 130. Marion City, 139. Wyaconda, 158. Fort Edwards, 171. R. des Moines, 180. Henderson's R., 232. Copper Cr., 271. Fort Armstrong, 297. Fever R., 363. Platte R., 397. Cassville, 420. Wisconsin R., 444. Prairie du Chien, 448.

To Peru, by steamboat.

Mouth of Illinois R., 37. Macoupin R., 56. Apple Cr., 72. Montezuma, 86. Augusta, 91. Naples, 101. Meredosin, 108. Lagrange, 117. Beardstown, 124. Sangamon R., 131. Havana, 156. Pekin, 187. Peoria, 196. Little Detroit, 201. Rome, 212. Columbia, 226. Henry, 231. Hennepin, 243. Peru, 257.

To Louisville, by steamboat.

Mouth of Ohio, as above, 173. America, 184. Paducah, 220. Rock Cave, 272. Shawneetown, 292. Carthage, 311. Mount Vernon, 323. Hendersonville,

MILES.

345. Evansville, 356. Owensburg, 391. Rockport, 399. Stephensport, 452. Leavenworth, 485. Northampton, 502. Louisville, 546.

To Independence, Mo., by steamboat.

Mouth of Illinois R., 37. Belle Fontaine, 40. St. Charles, 59. Pt. Look-off, 87. Newport, 106. Griswold and Pinkney, 112. Gasconade, 134. Osage, 162. City of Jefferson, 170. Marion, 185. Mount Vernon, 200. Rocheport, 209. Franklin and Booneville, 218. Chariton, 248. Jefferson, 253. Brunswick, 271. Lexington, 323. Camden, 337. Napoleon, 342. Sibley, 349. Independence, 371.

To City of Jefferson, by stage.

Point Look-off, 35. Newport, 55. Griswold, 60. Gasconade, R., 80. Osage R., 106. City of Jefferson, 115.

To Wyaconda, by stage.

St. Charles, 20. Troy, 54. Alexandria, 60. Tenton's, 64. Bowling Green, 86. New London, 107. Palmyra, 125. Wyaconda, 145.

To Potosi, by stage.

Merrimec R., 16. Herculaneum, 30. Potosi, 63.

To Vandalia, Il., by stage.

Collinsville, 14. Troy, 22. Hickory Grove, 42. Greenville, 52. Mulberry Grove, 60. Vandalia, 70.

To Carrollton, by stage.

MILES.

Alton, 24. Linton's, 37. Jerseyville, 44. Kane P. O., 50. Carrollton, 59.

To Springfield, by stage.

Alton, 24. Woodburn, 40. Carlinville, 61. Girard, 73. Springfield, 99.

To Carlisle, by stage.

Illinois Town, 2. French Village, 7. Rock Spring, 20. Lebanon, 24. Shoal Cr. P. O., 43. Carlisle, 52.

To Shawneetown, by stage.

Belleville, 14. Middleton Ferry, 34. Nashville, 52. Lit. Muddy R. P. O., 85. Frankfort, 100. Fancy Farm P. O., 109. Equality, 136. Shawneetown, 151.

FROM TALLAHASSEE.

To Pensacola.

Salubrity, 10. Aspalaga, 44. Chipola, 60. Choctawhatchee R., 107. Anderson's, 165. Pensacola, 202.

To St. Augustine.

Gadsden, 16. Richardson, 45. Suwanee Ferry, 75. Dell's P. O., 129. Picolati, 184. St. Augustine, 206.

MILES.

To Lake Iamony, 9. Lake Jackson, 4. St. Marks, 21.

FROM TRENTON.

To Philadelphia, by railroad.

Tyburn, 3. Tullytown, 6. Bristol, 10. Dunksville, 14. Pennepack Cr. 18. Frankford, 22. Railroad Depot, 26¾. State H. Philadelphia, 28¾.

To Philadelphia, by stage.

Tullytown, 7. Bristol, 11. Holmsburg, 22. Frankford, 26. Philadelphia, 31.

To Philadelphia, by steamboat.

Lamberton, 2. Bordentown, 6. Bristol, 15. Burlington, 16. Bridesburg, 32. Philadelphia, 35.

To Easton, Pa. by stage.

Penington, 9. Ringoes, 19. Flemington, 25. Pittstown, 34. Hickorytown, 38. Bloomsbury, 43. Easton, 51.

To New York, by railroad.

Clarks, 8. Williamsburg, 11. Sand Hills, 18. New Brunswick, 27. Matouchin, 32. Rahway, 38. Elizabethtown, 41. Boundbrook, 44. Newark, 47. Jersey City, 56. New York, 57.

To New York, by stage.

MILES.

Princeton, 10. Kingston, 13. New Brunswick, 26. Milton, 39. Elizabethtown, 44. Newark, 50. New York, 60.

To New York, by stage and steamboat.

New Brunswick, as above, 26. Perth Amboy, 38. New York, 63.

To Crosswicks, by stage.

Bloomsbury, 1. White Horse, 4. Sand Hills, on C. & A. railroad, 6. Crosswicks, 9.

To New Brunswick, by Delaware and Raritan Canal.

Millham, 1. Williamsburg, 11. Kingston, 14. Rocky Hill, 16. Griggstown, 18. Blackwells, 22. Millstone, 25. Boundbrook, 30. New Brunswick, 37.

To Bordentown, by Delaware and Raritan Canal.

Bloomsbury, 1. Lamberton, 2. Bordentown, 6.

To Saxtonville, by canal.

Yardleyville Ferry, 5. Jacobs Creek, 7. Titusville, 10. Belle Mt. 13. Lambertville and New Hope, 16. Prattsville, 21. Saxtonville, 24.

FROM TROY.

To Whitehall, by Champlain canal.

Lansingburg, 4. Anthony's Kill, 14. Stillwater,

MILES.

17. Bemis' Heights, 21. Fort Miller, 43. Fort Edward, 48. Sandy Hill, 50. Kingsbury, 54. Fort Ann, 58. Whitehall, 70.

To Saratoga, by railroad.

Waterford, 4. Anthony's Kill, 12. Round lake, 16. Ballston, 24½. Saratoga, 30½. (For routes to Montreal, Utica, Buffalo, &c. see "Routes from Albany.")

FROM UTICA.

To Albany, by canal.

Frankfort, 10. Herkimer, 15. Little Falls, 22. Canajoharie, 41. Caughnawaga, 53. Amsterdam, 64. Schenectady, 82. Troy, 103. Albany, 110.

To Albany, by railroad.

Herkimer, 17. Little Falls, 24. Palatine Bridge, 44. Caughnawaga, 56. Amsterdam, 65. Schenectady, 80. Albany, 96.

To Rochester, by canal.

Whitesboro, 4. Rome, 15. New London, 22. Canistota, 36. New Boston, 40. Chitteningo, 44. Manlius, 52. Syracuse, 61. Geddesburg, 63. Canton, 75. Jordan, 81. Montezuma, 96. Clyde, 107. Lyons, 116. Palmyra, 131. Pittsford, 150. Rochester, 160.

ROUTES FROM VANDALIA.

To Terre Haute.

MILES.

Ewington, 31. Embarras R. 59. Terre Haute, 105.

To St. Louis, Mo.

Greenville, 16. Edwardsville, 49. St. Louis, 69.

To Vincennes.

Maysville, 45. Lawrenceville, 87. Vincennes, 97.

To Shawneetown.

Salem, 25. Mt. Vernon, 49. M'Leansboro, 79. Shawneetown, 107.

To America.

Salem, 25. Mt. Vernon, 49. Frankfort, 79. Vienna, 115. America, 140.

To Kaskaskia.

Carlyle, 28. Covington, 38. New Nashville, 46. Kaskaskia, 86.

To Galena.

Springfield, 70. Elk Hart Grove, 78. Athens, 88. Pekin, 128. Little Prairie, 137. Peoria, 138. Rock River, 214. Galena, 277.

FROM WASHINGTON, D. C.

To Baltimore, by stage.

MILES.

Bladensburg, 6. Vansville, 14. Elkridge Landing, 29. Baltimore, 37.

To Dover, Del.

Bladensburg, 6. Pawtuxet R., 26. Annapolis, 40. Broad Cr. (by water,) 52. Sharktown, 56. Queenstown, 64. Centreville, 71. Georgetown, 96. Dover, 104.

To Point Lookout.

Welby, 7. Piscataway, 15. Port Tobacco, 29. Newport, 42. Chaytico, 52. Leonardtown, 57. Great Mills, 68. St. Inigoes, 75. Pt. Lookout, 85.

To Richmond, Va..

Alexandria, 9. Occoquan, 26. Dumfries, 35. Aquia, 44. Fredericksburg, 58. Bowlinggreen, 80. Hanover, C. H. 103. Richmond, 122.

To Winchester, Va.

Alexandria, 9. Fairfax C. H. 23. Aldie, 47. Upperville, 61. Millwood, 71. Winchester, 84.

To Virginia Springs, by stage.

Alexandria, 9. Fairfax C. H. 24. Centreville, 32. Bull Run, 35. Buckland Mills, 46. New Baltimore, 50. Warrenton, 56. Lee's Sulphur Springs, 62.

MILES.

Jefferson, 65. Fairfax C. H. 77. Cedar Mt. 83. Rapidan, 89. Orange, C. H. 95. (Thence to Montpelier, seat of Mr. Madison, 5 miles.) Gordonsville, 104. Monticello, 120. Charlottesville and University of Va. 123. York, 142. Waynesboro, 148. Staunton, 160. Jennings, N. Mt. 177. Cloverdale, 189. Green Valley, 200. Warm Springs, 213. Hot Springs, 218. Jackson River, 227. Calahan's, 238. White Sulphur Sp. 256. Sweet Sulphur Sp. 284. Salt Sulphur Sp. 285. Red Sulphur Spr. 299.

To Frederick, Md.

Simonsville, 7. Rockville, 14. Seneca, 21. Middlebrook, 26. Hyattstown, 34. Frederick, 45.

To Baltimore, by steamboat.

Alexandria, 8. Mount Vernon, 17. Crane Island, 22. Cook's Ferry, 35. Boyd's Hole, 50. Mathew's point, 58. Cedar Pt. 65. Washington's Birth place, 76. Ragged Point, 91. Point Lookout, 107. Pawtuxent R. 127. Sharp's Island, 149. Herring Bay, 159. Bodkin Pt. 191. Baltimore, 204.

To Harper's Ferry, by canal.

Great Falls, 13. Seneca Creek, 23. Peter's Quarry, 40. Monocacy R. 45. Cotoctin, Cr. 57. Harper's Ferry, 69.

To Port Tobacco, and thence to Point Lookout.

Piscataway, 16. Port Tobacco, 32. Newport, 43. Leonardtown, 53. Point Lookout, 83.

To Pr. Frederick, via Benedict.

MILES.

Piscataway, 16. Bryantown, 24. Benedict, 43. Pr. Frederick, 51.

To Frederick, Md., and thence to Emmitsburg.

Rockville, 16. Seneca Mills, 24. Middlebrook, 28. Clarksburg, 31. Frederick, 46. Georgetown, 58. Emmitsburg, 68.

To Richmond, Va., by stage and railroad.

Alexandria, 9. Occoquan, 26. Dumfries, 35. Aquia, 44. Fredericksburg, 58. Bowling Green, 70. Hanover C. H. 101. Richmond, 119.

To Warrenton, Va.

Alexandria, 9. Fairfax Court House, 23. Centreville, 31. New Baltimore, 49. Warrenton, 55.

To Winchester, by stage.

Alexandria, 9. Fairfax court house, 23. Aldie, 47. Middleburg, 52. Upperville, 60. Paris, 64. Shenandoah river, 68. Millwood, 70. Winchester, 81.

FROM WHEELING.

To Baltimore, by the National road.

W. Alexandria, Pa., 16. Claysville, 22. Wash-

MILES.

ington, 31. Hillsboro, 43. Brownsville, 54. Union, 66. Smythfield, 87. Mt. Pleasant, Md.. 116. Cumberland, 126. Prattsville, 147. Hancock, 165. Williamsport, 192. Boonsboro, 204. Frederick, 220. Baltimore, by railroad, 279.

To Columbus, O., by the National road.

St. Clairsville, 10. Morristown, 22. Fairview, 34. Washington, 48. Cambridge, 55. Norwich, 70. Zanesville, 80. Hebron, 107. Columbus, 135.

To Chilicothe.

Zanesville, as above, 80. Union, 89. Somerset, 98. Rushville, 106. Lancaster, 116. Tarlton, 130. Kingston, 138. Chillicothe, 150.

To Wooster, O.

Harrisville, 13. Cadiz, 22 New Philadelphia, 55. Dover, on canal, 58. Paintville, 76. Wooster, 92.

To Pittsburg.

Washington, Pa., 31. Canonsburg, 38. Birmingham, 55. Pittsburg, 56.

To Pittsburg, by steamboat.

Warrenton, 8 Wellsburg, 14. Steubenville, 21. Fawcetstown, 43. Beaver, 62. Economy, 71. Middletown, 80. Pittsburg, 91.

To Cincinnati, by steamboat.

MILES.

Elizabethtown, 13. Sistersville, 48. Newport, 65. Marietta, 81. Parkersburg, 94. Belville, 111. Letart's Rapids, 141. Pt. Pleasant, Va., 170. Gallipolis, 173. Guyandot, 207. Burlington, 214. Portsmouth, 255. Manchester, 291. Maysville, 301. Ripley, 308. Augusta, 317. Point Pleasant, O., 332. Cincinnati, 358.

FROM THE WHITE SULPHUR SPRINGS.

To Washington City.

Callahan's, 18. Jackson river, 29. Hot Springs, 38. Warm Springs, 43. Green Valley, 56. Cloverdale, 67. Staunton, 96. Waynesboro, 108. York, 114. Charlottesville, 133. Monticello, 136. Gordonsville, 152. Orange C. H., 160. Fairfax, C. H., 179. Jefferson, 191. Lee's Sulphur Spring, 194. Warrenton, 200. New Baltimore, 206. Centreville, 224. Alexandria, 247. Washington City, 256.

To Guyandot.

Lewisburg, 10. Shrewsbury, 88. Charleston, 96. Barboursville, 132. Guyandot, 137.

To Richmond.

Callahan's, 18. Covington, 25. Colliertown, 50. Lexington, 58. Lynchburg, 98. Planterstown, 130. Cumberland C. H., 154. Scottsville, 179. Richmond, 211.

To Winchester.

MILES.

Warm Spring, 43. Gap, 78. Spring, 85. Harrisonburg, 107. New Market, 125. Mt. Pleasant, 132. Woodstock, 145. Strasburg, 156. Winchester, 174.

FROM WILMINGTON.

To Philadelphia, by stage.

Chester, 13. Darby, 22. Philadelphia, 28.

To Philadelphia, by railroad.

Marcus Hook road, 9. Chester, 13. Gray's Ferry. 22. Philadelphia R. R., 26. Philadelphia, 27.

To Baltimore, by railroad.

Newport, 4. Newark road, 12. Elkton, 18. Northeast, 24. Charleston, 27. Havre de Grace, 33. Bush River, 45. Gunpowder R., 52. Back River, 63. Depot, 67. Baltimore, 68.

To Baltimore, by stage.

Christiana, 9. Elkton, 20. Havre de Grace, 36. Hartford, 47. Gunpowder, 57. Baltimore, 72.

To Dover, Del.

Newcastle, 5. Red Lion, 12. St. George's, 15. Trap, 19. Cantwell's, 23. Smyrna, 33. Hamsville, 40. Dover, 45.

To Philadelphia, by steamboat.

MILES.

Delaware R., 3. Marcus Hook, 11. Chester, 15. Lazaretto, 20. Fort Mifflin, 25. Gloucester Point, 30. Philadelphia, 33.

Distance from New York to Oregon.

From New York to St. Louis, shortest way, and not by the rivers,	1033
From St. Louis to Independence,	266
From Independence, Missouri, to Blue, at Burnett's Trace,	520
To Scott's Bluffs,	254
From Scott's Bluffs to the main divide of the Rocky Mountains,	265
From Rocky Mountains to Solomon Falls,	477
From Solomon Falls to Walla-walla,	283
From Walla-walla to Dallas,	120
From Dallas to Vancouver,	100
From Fort Vancouver to the mouth of the Columbia river,	120
	3440

The above it will be seen makes the distance 3440 miles, yet the distance which one would travel, by taking rivers and eligible routes would be about 4000 miles It now takes about six months to perform this journey; but suppose a steam communication the whole distance, and it will only require at the average rate of ten hours, sixteen days. But steam is from twelve to fifteen miles the hour; if we take the latter, it will require only ten or eleven days to make the trip to Oregon. That is about the time now required from New York to New Orleans; so, after all Oregon is in the world.

CHAPTER IX.

LAWS OF COLLECTION AND TRADE.

The Bankrupt Law.

The Bankrupt Law of Congress, passed in 1841 and repealed in 1843, as all know, turned out an unpopular measure. It gave the debtor the power of a *voluntary declaration of Bankruptcy!* and was so loose and vague as to admit of palpable frauds. Passed for an emergency which was to sweep off the wholesale and hopeless insolvency of the thousands who from 1835 to 1840 plunged into speculations which resulted in irretrievable ruin, this law had its work before it, and after accomplishing its mission, was struck from the Statute-book.

A general bankrupt law within the meaning and intent of the Constitution, is much needed, and could not fail to have a good effect. But, without discussing the subject, let us hope that if a future Congress should attempt to legislate such a one into existence, they will not make it a mongrel statute by blending the two features of a Bankrupt and Insolvent law together. A Bankrupt law moves solely on the application of creditors. An Insolvent law on that of debtors. The one absolves and cancels absolutely the debts of the delinquent; but the latter relieves only the person, without affecting the legal existence of the debt, or barring execution against subsequent property.

What would be the view of the United States Supreme Court on the voluntary part of the late bankrupt law, remains yet to be seen. The question has not so far, we think, been presented. The certificates are but a *prima facia* bar, and may be avoided by proof of fraud ; by proof that the debt did not come within the meaning and intent of the Bankrupt law ; and lastly, by a decision of the Supreme Court that the law is unconstitutional, or such part or parts of it as the defendant claims the benefit of.

Insolvent Laws.

The laws of collection of the State of New York, and indeed most, if not all the States, have within a few years been modified. The old capias is mostly abolished, and the prevailing spirit of really pursuing the debtor *quasi in rem*, adopted ; that is, grasping for the property and not the body of the debtor. The arrest of the person is now for a disclosure only of his property. This throws the matter into a court for insolvents, and the proceedings are, in fact, under insolvent laws. These laws all proceed by affidavits on the part of the creditor or his agent, and are answered by the oath of the defendant. The laws provide for a receiver of the property for the benefit of the creditor, and operating on final hearing to discharge from custody the body of the debtor. The affidavits in most of the States are quite identical in substance. They must show that the debt was

fraudulently contracted, or the debtor is about to remove out of the jurisdiction of the court with intent to defraud, or that he is converting his property into money to put it out of the reach of his creditors, or that he has property which an execution at law cannot reach. Either of the above facts being established give the court jurisdiction for the insolvent proceedings. We have spoken elsewhere of the stay and valuation laws of many of the States.

Laws of Contract.

The law of contract, we have said elsewhere, is to be observed as in force when and where the contract is made. That is, the *Lex loci contractus* governs; for instance, if an usurious contract made in New-York be sued in Ohio, the plea of usury there would make the contract absolutely void, although in Ohio the excess of interest over and above six per cent., according to Ohio law would be deducted, and judgment for the principal and six per cent. allowed. And this rule is universal with the exception of sealed contracts, as to real estate, when the contract will be construed by and governed according to the law of the State in which the land is located, and not by such as may exist where the contract is made and entered into.

Letters of Credit and Guaranty.

Letters of Credit, if unlimited, will bind of

course for any amount, and a guaranty at the time of sale when the credit is in part or wholly given to the guarantor, binds the said guarantor. But if he guarantees the payment of a precedent debt it must be for some new consideration; that is, something of value, which is considered at the time of making the guarantee as of value to the debtor or the guarantor, and this must all be made in writing, and the consideration therein clearly expressed in such a manner as to show that there was some fair reason for this undertaking on the part of the guarantor. These are imperative requisites.

False Pretences.

But again, the buyer is bound to make truthful statements, if any, to the vender, as to his own ability to pay. He becomes criminal under the statute for false pretences, if he state that he has property when he has not, if he represent that he is in a certain condition of trade and business which is untrue, or name resources which are unreal, he is guilty of false pretences, and by indictment liable to conviction for a penitentiary offence.

Fraudulent Representation of Vendor.

Again, if the vendor falsely represent to the buyer the quality of his goods to be far better than they are, and the goods are not where, or of a nature to be inspected by the vendee, it is a

fraud and would annul any agreement as to a specific price. But a sound price does not imply a sound article in law; there must be such a false statement as is calculated to mislead, and the circumstances such that a prudent buyer could not be presumed to do otherwise than be influenced by it. If the vendee have an equal chance to know of the quality and character of the article, although he may be ignorant as to value, it is his own look out, he must make his own side of the bargain when he is reasonably presumed to know the facts. If I sell a horse to you and warrant him to have ears, and you see him at the time of bargain, the warrantee, if it turned out that he had no ears, would be a dead letter; because it is absurd to presume that you would not know the fact clearly yourself, but any warranty that goes to insure as to defects which might or might not be clearly and at all times visible, is good. So also if you did not see the animal, it would be binding in all particulars as expressed.

Liability of Common Carriers and Inn-Keepers.

In the shipment of goods the Bill of Lading is a contract and proof also of delivery. But proof that the goods were delivered to the common carrier, whether written or verbal, is sufficient, and his liability is the entire value of the goods, until delivered to the consignee. Nothing but the inevitable providences of God, such as destruction by the dangers of the seas, or capture

by an enemy in time of war, can exonerate or discharge him, and he can deliver to no one else but the consignee, if we except the right of the vendor to stop the goods *intransitu*, in case of the failure or fraud of the vendee. And cards and placards, limiting his liability, amount to nothing unless he brings them home to the shipper in such a way as to make it a special agreement; that is, that the shipper specially agreed to the exceptions and took the risk on himself. This as to goods shipped. As to travellers, the rule perhaps is less stringent when the passenger goes along with his baggage; but if he put it in the care of the conductors, the rule is the same. If he keeps it with him it is presumed in personal custody, or if it is in his state-room or birth he must take care of it at his own risk. So also as to hotels, they are liable for anything belonging to the traveller, left by him in their care while he is a guest, and he has only to show that it was taken to the house, and prove the value of the same to recover. The innkeeper in return has a right to detain baggage until his reasonable or regular bills are paid, without any legal process for the same.

Personal Mortgages.

A mortgage is a conditional agreement in writing, and called personal when given on personal property, which means all kinds of possessions except real estate. Any form of words will constitute a mortgage, which obviously

show that the mortgagee intended to secure a debt due from the mortgager. If but this one feature be apparent, the instrument is in both law and equity a mortgage, and on proof of payment of the debt becomes dead, and this is true although no defeasance is expressed. Still, a clear form in all respects is always best.

The mortgage laws of the States are substantially the same as to real estate, but for personal property greatly differ. Some of the States treat a personal mortgage void, absolutely so, as against previous creditors or purchasers, with or without notice. Others again treat such instruments as void, unless the mortgagee takes and keeps possession of the mortgaged goods until his debt is paid. In New-York the law is, that a personal mortgage is good, and that the mortgager can remain in possession; that is, the presumption of law makes it valid, and it is left for any one who seeks to avoid it to show that it is bad in fact, a mere covert operation to stave off creditors, and not, as it purports on its face, a security for a *bona fide* debt. Those who trace out legal principles to the elaborature of a practical statute, will see the difference in these personal mortgage laws to be, that some jurisdictions consider that they ought to be and are *prima facie* void, while in New-York they are *prima facie* good.

Bill of Sale.

The bill of sale is often used as a mortgage.

The only difference is, that this instrument on its face is absolute. It is not a security, but an actual sale of the specific property, and is only used as a mortgage by a tacit understanding between the parties which is outside of the instrument itself. In those States which recognise the validity of the mortgage, there is no necessity for its adoption as such; but in States which treat the mortgage as void, it may be sometimes necessarily called into use. In its simple form it is of course in constant use. In this instrument no set form of words are requisite. It must show a sale of goods, quantity, kind, and value, and a specific consideration to be paid, or which has been paid. In all cases of a Bill of Sale the possession of the vendor is the possession of the purchaser on the complete execution of this agreement, and from the instant the seller becomes the bailer of him who has bought.

Leases.

Like all other contracts, bind according to their terms and the expressed intentions of the parties. There are, however, some legal presumptions which obtain in such contracts, which are peculiar to them. The landlord has a right to distrain (in New-York) the goods and chattels of the tenant by a legal process, called a distress warrant, which in effect gives him a preference over other creditors. He has also a summary mode of ejecting the tenant under a warrant for dispossession, in which he proceeds by

affidavit. If he establish three facts, namely, that the rent is due and unpaid, and the tenant has no goods or chattels on which he can levy by execution, the lease is determined. There is in this law a most absurd feature, it seems to us. How can an issue of the facts be made upon which a court and jury are to pass ? By a counter affidavit only of the tenant. This is the statute. Then we have the strange anomaly of an action at law, in which the declaration and plea, that is, what the parties think they shall be able to prove on trial actually, absolutely sworn to, in order to get into court ; and to cap the climax a trial had on these affidavits to ascertain whether the landlord or tenant has sworn to the truth. In all law suits we take it for granted one of the parties must lose and the other win. Nor can an issue be made up under this statute in which one of the two is not subjected to the charge of perjury, and in fact both may be ; for suppose in the three facts the landlord proves but one and fails on two, and the tenant establishes those two and fails on the one, both are perjured according to law ; for it is not necessary that the whole statement should turn out false, but any material fact. This is a view which has been taken by the writer, and in truth it has been so construed and acted upon. And an indictment of this kind is now pending in the Criminal Court of New-York.

We have passed in brief over some of the laws in daily use, giving some of them, but by no means all. All know from experience the

difficulties to be encountered in legal proceedings. We have given these few legal principles in a shape to prevent litigation, but what prevents also cures. It is not the place here to suggest a remedy for the tedious proceedings in pursuing remedies, and the immense expenses incurred under our present jurisprudence. One thing, nothing short of a pruning-hook which cuts away root and branch of the present system, can accomplish much. A code of law, simple and clear, and condensed into a few hundred pages, would be the commencing point, and then a new mode of making up the issues for trials. It is now quite uncertain, not that one may have merits perhaps, but that he can get the declaration through to execution and final satisfaction.

The fixed sciences of every kind for the last few years have been brought down to the comprehension of a child, yet law is as confused as ever. If there is a possibility of reducing them to a science, a clear and demonstrative collect of maxims, then are we far from the true path. Much of beauty and logical truth is contained in special pleadings as they now stand, and are practiced; yet the hardships of law-suits and their uncertainty do but make the suiters dread the tribunals which all ought to respect and love. They should be the guardians, the foster-fathers of the people, before which the parties appear in friendship and honesty, to settle their differences, of whatever kind, by a higher equitable rule than they themselves are able to demonstrate and apply. Now the man of little tech-

nical quibbles is too often the able lawyer, the successful one, while he whose intellect grasps eternal principles feels disgusted at the jackstraw game, and, wrapt in moody silence, looks with indifferent contempt to the superficial farces which are enacted and called justice. Our criminal laws are evaded in such a manner as to startle the dull senses of the community now and then, and we are forced to cry out that something must be done to remedy the evil. Let us not think lightly of a loose and uncertain civil adjudication, in which dollars and cents, instead of life and liberty are involved, for we should remember that the support of life and family dependence, are often the real stakes instead of what appears on the face of the papers.

CHAPTER X.

IMPORTANT COMMERCIAL POINTS.

Trade, its Character and Future Prospects, and its Evils.

Boston, New-York, Philadelphia, Baltimore, Charleston, Mobile, and New Orleans, constitute the Atlantic outlets of the Union, and the principal ports of entry. If the question arises as to which of these cities offer the greatest facilities of trade, it can in general terms be answered by a comparative view of their size,

which is nearly as follows: as often as Mobile, is one, New York is twenty, Philadelphia ten, Boston five, Baltimore five, Charleston two, and New Orleans four. They are all, it will be borne in mind, commercial cities, built up by trade, and depending on it for their present and future prosperity. Each may be, and is, in fact, a preferable mart for specific commodities, but the view we wish to elucidate is the general comparative. New York stands pre-eminent in the catalogue. It is the best market in the Union, the best but one in the world. A reference to other chapters in this work will demonstrate this conclusion; no city in the world, London excepted, has so large a commerce, and no city suffers such heavy annual losses. The great bulk of sales are on time, by which we mean that the merchant passes his goods over to the purchaser, and takes his obligation to pay. Now in this he encounters twenty-six to thirty different codes of law, different modes, in plain terms, of enforcing payment. A professional lawyer can only, by study of books, decide the necessary steps to pursue, that is, he has to consult the *lex loci contractus*, or the law where the contract was made, and also the law where the contract is to be enforced. The construction or meaning of the parties on the face of an agreement to pay, is governed by the law where the bargain is made. The execution of the law according to the statute or custom of the residence of the debtor. Every merchant in selling should look to these things; it is important.

In North Carolina, for instance, all debts due in the state are payable before the claim of a non-resident, and a note or obligation signed by the debtor before a book account.

In Ohio the property of the debtor in execution must be valued and sold for two-thirds at least its valuation; if real estate the sale is void without the valuation. If personal property, the same, if the debtor makes the demand, and it is difficult in forced sales to sell for two-thirds the actual value; in a high state of the money market, impossible. The stay laws of Indiana, Illinois, Michigan, Missouri, and Mississippi, are of this nature. In Louisiana the laws are *sui generis* as compared to those of the other states. Their *radix* is French, and few in this city of our business men could give any idea of the *modus operandi* of their execution. The wife there may hold in her own right property which in New York would be vested in the husband, and as her's it is not liable for his debts. The question of responsibility is settled by what a purchaser is worth, which is based, of course, on the ability of the vendor, in case of non-payment, to apply the debtor's property by law to the satisfaction of his demand. The brief view here given does not give the requisite information, and our design is answered if we call attention sufficiently to this subject. The writer is preparing a work which will give the merchants correct information on this head, and embrace all the states of the Union. Trade is very fluctuating in the United States; why so?

The history of the last fifteen years will answer. Owing to the fluctuating legislation of the states and the federal government, the currency and importations are creatures of law, and what has been law as it respects both, has been and is various. We have had within this time high tariffs and low ones; we have had and now have, in currency, all sorts of paper and specie. Theories not merely as theories, but practical or impracticable facts are mixed up together. Now to encounter this state of things who is prepared? what man, when he invests his capital, can see with any certainty a return of such investment? We know that enterprise and mercantile skill does encounter all; but fatally in many cases, we also know, and uncertain in all. The common desire now of merchants is, that we may have a settled state of things, and despairing of anything better, here stop, yet a change, that is, a chaos reduced to order must take place before such a desideratum can be realized, for it is the conflicting institutions out of which this confusion and irregularity grows, and the tree will always bear bitter fruit. The judicial systems of the states are one and all bundles of good and evil, being in some respects what law should be, the perfection of human reason, and in others being exactly what law should not be, obsolete impracticabilities and absurd and charlatan experiments. We do not propose to do more than name this subject; but what is the use of laws which only foil and entrap us when they should be our guides and bulwark of safety. They

are not too recondite and profound to be understood, but they are too conflicting and intangible to reconcile to reason and reduce to safe practice. We are involved in litigious expenses, and when we seek legal redress we as often get a legal dressing out, not because of any defect in our claim or proofs, but because we are not lucky in all the sinuosities and twistings required to be taken from the summons till final sale on execution.

CHAPTER XI.

EDUCATION IN THE UNITED STATES.

It is usual, in a statistical work, to give the number and grade of literary and scientific institutions, location, endowments, resources, number of professors, students, &c. But, a dry enumeration of this kind is unnecessary. We have in the United States about 300 colleges; of these we may say that but ten or twelve are eminent, either for the character of their professors or their course of study; admitting that they graduate 3000 annually, and the liberally educated are one to every seven thousand of our population. Our common school systems, however, are the great Colleges of the people, and in the six eastern states, Maine, New Hampshire, Massachusetts, Vermont, Connecticut and Rhode Island, and in New York, Pennsylvania, New Jersey,

Ohio and most of the western States, and some of the southern, afford the opportunity of a rudimental knowledge of English literature; the mathematics of common arithmetic, penmanship, general geography, and the definitions and nature of the most prominent natural sciences. Nothing, in our estimation is, more absurd than the continuance year after year of the old Latin and Greek jargon, and the roundabout syllogistical cut, and try, and rule, and line modes of instruction; we have some noble exceptions. There are individuals who really instruct in a pleasing and inductive manner, yet for the most part American education is but a straight jacket performance into which the youth is forcibly incased, tending rather to trammel and confine the powers of intellect, than to strengthen and enlarge their scope.

The poor child, whether male or female, considers the process as most excruciating torture; and submits to it tamely just in proportion as he or she lack real spirit or native genius and talent. We would not say a word to lessen the efforts of any to spread and disseminate truth; It is not the truth at which we strike the blow, but the very awkward (to use a mild term) system pursued in initiating the young mind into a set round of cabalistic mysteries. If this were education, then indeed might we look with some complacence on the process, but such is not the case. Why (we would ask) make not our schools the miniature theatres of actual life, and let the youth feel and see that he is learning to

live and move in the world about him, that there is something tangible and practical in every step, something that he can use to his advantage and profit, and without which he would suffer inconvenience? It appears to us that for a practical education common sagacity would dictate such a course. Now were each of our common schools furnished with apparatus for simple experiments as to the mechanical powers in natural philosophy, hydrastatics and hydraulics, &c.; a cabinet of minerals, a limited chemical laboratory, steam-engine, and mill models; another depot representing articles of trade; the pupils to constitute among themselves firms, joint stock companies, for banking, insurance and commerce, or any other deal, and now let the teachers who superintend these departments see that all is carried on according to the most approved forms in use among the older children, that is as among men, and in as strict reference to the laws of the land as the latter must ever observe. This brings in another branch, the elements of civil and criminal jurisprudence, a necessity of understanding which will be felt by the pupil from the nature of his previous studies. Then government, with its departments, legislative, executive and constitutional, may constitute a higher grade; we do not here give by any means a system; that is not our purpose. We have named this course only to show what should and might be taught in place of what now is. The still higher branches which we have not named; those studies which look into nature not merely to see a

motion or a thing but a cause and traceable effect in everything, and that philosophy which studies man not only in his actions but his capabilities, would necessarily follow, shedding over all a light in which Grecian and Roman superstitions would stalk like the ghosts of departed monsters: the belief in which has settled down on the human mind of the past like a deadly nightmare, revolting alike to reason, intelligence and revelation, and the nature and interests of man. What is the special use of the *quids and quo's* of the Latin to the young man who spends his two to three years to be able to ring their changes? what their intrinsic value in his intercourse with the masses? Let the thousands whose valuable time has been squandered in committing them to memory answer. If they are frank they will say that they are more than useless, they are an actual incumbrance. The people look with contempt on such gibberish, and distrust the man who uses it; they write him down, it may be, as educated, but it is as an educated fool.

We append the following on New York common schools as worthy of deep consideration. It shows that the empire state has done enough for a rich, a precious harvest; will she realise it? We shall see.

The general organization of the system is as follows:

The head and centre of the system is the Secretary of State, who is, by virtue of that office, *Superintendent of Common schools.*

The other permanent administrative agents of

the system, as constituted by law, are the Clerks and Treasurers of counties; the Supervisors, School Commissioners, Inspectors, Clerks and Collectors of towns; and the Trustees, Clerks and Collectors of school districts; all of whom are elected by the people, except the Treasurers of counties, who are appointed by the county Boards of Supervisors. The Comptroller and the Treasurer of the State are associated with the financial action of the system.

In the year next following each census of the State, whether taken under the authority of the State, or of the United States, that is, once in every five years, it is the duty of the State Superintendent to apportion the moneys arising from the Common School Fund among the counties, and the *quota* of each county among the towns and cities therein, according to the ratio of the population in each, compared with that of the whole State. He then certifies such apportionment to the Comptroller, and sends notice thereof to each County Clerk, stating the day on which the moneys will be payable. That day is the 1st of February in each year, and the moneys are paid by the State Treasurer, on the warrants of the Comptroller, to the several County Treasurers, who pay over the town quotas to the School Commissioners of the respective towns, to be distributed among the school districts.

Each County Clerk, on receiving from the State Superintendent notice of the appointment, must give notice thereof to the Clerk of the Su-

pervisors, to be laid before their Board at their next meeting, and they must thereupon assess an equal amount upon the towns, to be collected by the town collectors, with legal fees, as they collect their other town taxes. The levy of this tax is the statutory condition on which the School Fund money is distributed to the districts.

These School Commissioners are three in number, elected annually in each town, and they are constituted by statute a corporation so far as to enable them to hold property for the use of the schools in the town, and to sue and be sued in their official capacity. They also set off, arrange and modify the school districts; and it is their duty annually, in July, to report in writing to the County Clerk, the number of districts in their town; the time during which the schools have been kept therein by qualified teachers; the amount of School Fund money received, as well as the amount received from the Town Collector; the whole number of pupils actually attending school, distinguishing the number over five and under sixteen years of age; and, in short, to report everything relating to their duties, and the general legal and educational condition of the schools.

The three Inspectors in each town, together with the Commissioners, constitute a Board for ascertaining, by examination, the qualifications of teachers. Any two of the Board make a quorum, and their certificate of qualification is necessary to entitle a district to the actual receipt of its quota of the School Fund money.

The Trustees of the Districts are also a corporation so far as to enable them to hold property for the use of the District. They take charge of the school houses, their erection and repair; they make the contracts with the teachers, provide fuel for the schools; call meetings of the taxable inhabitants of the district, for levying whatever assessment may be necessary for district purposes, and apportion the assessments; direct the manner in which the rate-bills for teacher's wages shall be made up, with authority to say who shall be exempted for poverty; in short, they have charge of all the pecuniary concerns of the district, and they must make a report annually to the School Commissioners, who, as already stated, report to the County Clerk, and he to the State Superintendent, thus making the chain of accountability complete.

In 1838 and 1839 the DISTRICT SCHOOL LIBRARIES were established by acts of the Legislature empowering each school district to raise by tax $20 the first year, and $10 in every subsequent year, for the foundation and annual enlargement of a library for the special use and benefit of the district school; and provision was made for the proper custody and circulation of the books. The *property* in the library was vested like other district property, in the district trustees—and in aid of these libraries it was also enacted that $55,000 from the annual income of the U. S. Deposit Fund should be distributed every year among the school districts, in the same manner as other school moneys, with the

proviso that at the end of five years the respective *quotas* of the districts might be thenceforward applied either to the further enlargement of the libraries, or to the payment of teachers' wages, at the option of the several districts.

In 1841 some important changes were made in the administrative agencies of the system. One of those changes was the creation of a DEPUTY SUPERINTENDENT GENERAL, with the authority to perform the duties of the State Superintendent in case of the absence or temporary disability of the latter, or the vacation of his office.

Another important modification introduced in 1841 was made by the enactment directing the Board of Supervisors in each county to appoint a County Superintendent, and in case of 200 or more school districts in a county, *two* such Superintendents, to hold office for two years, but removable for cause shown; and it was made their duty to visit all schools within their respective jurisdictions, to examine into all matters touching the condition and character of the schools, as well as the practical working of the entire system in all its parts, and to make full report thereon every year, to the State Superintendent. For every day of actual service in discharging the duties of his office such Superintendent is entitled to receive $2, but with the *proviso* that the whole pay should not exceed, in any one year, $500 to any one Superintendent.

In 1843 some further modifications were made in the organism of the system. The number of

school districts in a county prescribed as the condition for appointing two County Superintendents, was reduced from 200 to 150 ; the offices of School Commissioners and Inspectors in the towns, were abolished, and in their stead Town Superintendents were created, to be elected at the annual town-meetings, with the other town officers ; and in some further provisions relative to the election in each school district, of three trustees, a clerk, a collector, and a librarian for the district, it was enacted that the trustees should hold office three years, but classed so that one should go out and one be elected every year.

Though these changes were made in relation to the functionaries of the system, yet the functions themselves, being abundantly ample and well defined, were left, under the act of 1843, very much the same as they were before ; it being the chief object of the act to secure greater activity, vigilance, and energy, in the *exercise* of those functions, and in the general *administration* of the system, by making a more judicious arrangement and application of the proper agencies, and by a more efficient concentration of responsibilities. The wisdom of these modifications has already been evinced by the improvement in the actual working of the system and the rising condition of the schools.

As the powers and duties of the Town Superintendents, in their main scope and spirit, and even in their more important particulars, are essentially very much the same, under the act of 1843, as were those of the Commissioners and

Inspectors under the previous laws, the general outline thereof, already presented, is sufficiently full and precise for the purposes of this sketch; all that is further required for a correct idea of this portion of the system, as it now stands, being simply to substitute the words "Town Superintendents" for "Commissioners" and "Inspectors," whenever they occur in any of the previous paragraphs.

So in reference to the district trustees, the most important provision of the act of 1843 is the extension of their term to three years, but so classing them that one shall go out, and one be elected, every year. Their powers and duties, however, continue so essentially the same that no further specification than has already been given, is demanded for the purpose of this general sketch.

The duties of the clerks, collectors, and librarians of the school districts, are sufficiently indicated by their official designations.

All the moneys from every source intended for the benefit of the district schools, being brought together in the hands of the Town Superintendent, it is his duty, as early as the 1st Tuesday of April in each year to apportion them among the districts in the towns, which have made the annual reports required by law, according to the number of *resident* children between five and sixteen years of age. One fifth of the money goes to the benefit of the libraries and is called "library money,"; and if, in any district of fifty children, the library exceeds 125 volumes, or 100

volumes in any smaller district, then such money may be applied to the purchase of globes, maps, and other apparatus, by a vote of the district. The other three fifths of the money to be distributed must be applied to the payment of teachers' wages.

To entitle a district to receive its *quota* of "teachers' money," it must have had a school taught by a legal teacher, for at least four months during the preceeding year, and all such money received during that year, must have been actually applied to the payment of a teacher; nor can such *quota* be received by any district in which a school in all respects legal has not been taught for more than one month.

In addition to the powers and duties of the County Superintendents relative to the examination of teachers, the granting and revoking of their certificates, the inspection of the schools, and the supervision of the entire system in all its departments and details, within their respective jurisdictions, the act of 1843 further authorizes them to hear and determine appeals from the Town Superintendents, or the district authorities, on all questions arising under the school acts, instead of being required as formerly to make such appeals directly to the State Superintendent, to whom, however, cases may still be taken in the last resort, if notice thereof be served in fifteen days; otherwise the decision of the County Superintendent is final. This appellate authority in the County Superintendent saves a great deal of trouble, expense, and delay to the districts, and

to individuals, gives increased energy to the administration of the school system, and works well in all respects.

Such is a general sketch of the *frame work* of the Common School System of this State, as modified by the act of 1843, and regarded as a distinct whole. In preparing this sketch, the main outlines of the system as formerly organized, have been retained, in the belief that the modifications would thus be better understood and the account be rendered more instructive and useful.

NORMAL SCHOOL.

This School was first opened in the city of Albany, on the 18th of December, 1844, in pursuance of an act of the State Legislature passed at the next preceeding session, and as organized by a board called, "The Executive Committee of the State Normal School," consisting of the Secretary of State as Superintendent General of Common Schools, made by the act member and chairman of the Committee by virtue of his office, and four other persons appointed by the Regents of the University, with a Secretary appointed by the Committee.

The more important permanent regulations of this school are the following:

There are to be two terms in each year, one to commence on the second Wednesday in April and to continue twenty weeks, with two sessions in each secular day except Saturday; the other

term to commence on the third Wednesday in October and to continue twenty-one weeks, with one regular daily session, and occasional *extra* sessions at the discretion of the Principal and the the Executive Committee.

The branches of knowledge required by law to be taught in the District Schools, viz: orthography, reading, writing, arithmetic, geography, and English grammar, are to be taught with special care and thoroughness in the Normal School; and in addition thereto, the following, viz: physiology, History of the United States, natural philosophy, algebra, geometry, surveying, application of science to the arts, use of globes, intellectual and moral philosophy, with such other branches as the Executive Committee may, from time to time direct. Meantime, exercises in vocal music, drawing, and English composition are to be performed by all the pupils throughout the entire course of their studies at the Normal School.

In the *district-school portion* of the aforesaid studies, instruction for the present, so far as the nature of those studies will allow, is to be given by *topics*, the pupils using such text-books as they may find most convenient. That is, the teacher is to exercise his pupils in these studies, without using any text-book himself, during the exercises, but by taking up the respective topics which they embrace and conducting his pupils through them, by a series of oral exercises and examinations, the pupils preparing themselves for the purpose, by the use of such books and

other apparatus as they may possess, or prefer.

The *State pupils*, (who are to be selected by the Boards of Supervisors in the several counties, or in their failure to act, by the County and Town Superintendents in joint meeting, and in the same ratio as Members of Assembly,) are to be admitted into the Normal School at the commencement of a term, on presenting certificates from the proper county authorities. Volunteer pupils, in order to be admitted, must declare their intention to become teachers of district schools, must present satisfactory testimonials of good moral character, from a County or Town Superintendent, and must be able to sustain a full and thorough examination by the Principal of the Normal School, in at least all district-school studies.

The pupil's title to a certificate as a well-qualified teacher, on leaving the Normal School is to depend, not on the length of time he may have spent there, but on his attainments and his moral character, except that no pupil shall be entitled to such a certificate who shall not have remained in the School at least one full term: and no certificate, except one of full qualifications, shall be given at all.

The internal and disciplinary regulations of the school are placed in the discretion of the Principal, as circumstances may suggest them, subject, however, to the approval of the Executive Committee before they can take effect.

Since the close of the first term, which was chiefly tentative and experimental, the regula-

tions provide that an equal number of volunteer and state pupils may be received from each county ; and if any county fail to send its quota of pupils, the Executive Committee may, at their discretion, receive volunteers from other counties, till the whole number in the school shall reach 256.

The Executive Committee allowed the State pupils during the first term, if females, $1,25, and if males $1 per week for board. Volunteer pupils have their tuition and text-books gratis ; but they must pay for their own board and other expenses.

The school opened with 29 pupils, and at the end of five weeks, (when the first and only report yet made was prepared, dated Jan. 29, 1845,)the number had increased to 93, of whom 67 were state pupils, and 26 volunteers.

The same report states that the branch of the Normal School, to be called " the Experimental School," in which the pupils of the Normal School are to test their skill as teachers, by practising the art of teaching, was to be opened at the beginning of the first regular term, to commence on the 2d Wednesday of April then next.

A donation to the Normal School to found an " Educational Library," has been made by the executors of the late James Wadsworth of Geneseo, from the proceeds of certain funds left by that eminent friend of popular education, to be disbursed in such manner as should be deemed best calculated to promote the well-being and efficiency of the schools of the people.

The Normal School act provides that the state pupils shall be selected, in the several counties, by the Board of Supervisors, from persons of both sexes, not less than 18 years old, if males, nor less than 16 years old, if females, nominated by the county superintendents; the list of nominees to contain all the candidates for selection the counties can furnish, of whose fitness the superintendents can obtain reasonable certainty. The test of such fitness must be such attainments in knowledge, and such moral standing as would entitle the candidate to the legal certificate of competency as a district school teacher; for it is not the purpose of the Normal School to impart *elementary* instruction in the district school studies, but to take persons already possessing those primary qualifications, and prepare them to become accomplished and efficient *teachers*, not merely of those elementary branches, but of other and higher departments of sound learning, and above all, to discipline their minds in the knowledge, and form their habits to the practice of the most enlightened methods of intellectual culture and moral training.

The state is divided into 10,990 school districts, averaging a little over four square miles each. This, supposing the school-houses to be, as they generally are, centrally situated, brings the remotest children of each district within about a mile of the school.

The whole amount of the moneys applicable to the support of the Common Schools and dis-

trict libraries of the State, for the year ending Dec. 31st, 1844, was as follows:

Apportioned by the State	$275,000.00
Equal amount raised by Supervisors	275,000.00
Voluntarily raised by Towns	18,000.00
Raised in Cities under special laws	200,000.00
Proceeds of local funds	18,000.00
Total,	$786,000.00

Of this sum, four-fifths, as already stated, go to the payment of teachers' wages, and the other one-fifth to the increase of the district libraries, or to the supply of these schools with maps, globes, and other apparatus.

The number of districts making reports according to law, for the year ending December 31st, 1843, was 10,857, and in them, schools were maintained for an average period of eight months during the same year.

The whole number of Common School children, that is, children between the ages of 5 and 16 years, residing in the state, excluding the city of New-York, was 611,548; and the whole number attending school, during portions of the same year, again excluding the city of New-York, was 650,199. The number as reported attending the public schools in the city of New-York, during said year, was 58,257, which gives 709,156 as the whole number of children which attended school more or less during said year, in the entire state. This is rising 50,000 over the preceding year. Of the whole number nearly 20,000 attended the whole year; 30,000

for at least ten months ; 65,000 for at least eight months ; 150,000 for at least six months ; 284,000 for at least four months ; and 474,000 for at least two months ; leaving still about 235,000 who attended for less than two months. The statement also shows that of the number attending school during said year, excluding the city of New-York, 3,865 were not within the ages of 5 and 16 years.

The whole number of pupils engaged in the study and practice of vocal music, increased during the year, from 10,220 in the winter time, to 47,618 ; and in the summer term from 17,632 to 43,243. " The introduction of this exercise has been attended by the happiest effects on the minds and morals of the pupils."

During said year there has also been a gradual but obvious improvement in the school-houses, grounds, and appurtenances. Of the 9,038 schools visited during said year, 8,340 school-houses were of framed wood ; 566 of brick ; 523 of stone ; and 526 of logs ; showing an increase in the number of brick houses of 120 ; of framed wood, 650 ; and a diminution of log-built houses of 145, since the preceding annual report. There still remain, however, about 3,000 districts with school-houses unfit for their proper purposes, and more than double that number lamentably deficient in proper appurtenances.

The whole amount of public money actually applied to the payment of the wages of teachers legally qualified, was $544,656,06 ; and to the purchase of books for the district libraries,

$94,950,54. The amount raised by rate-bills for teachers' wages, was 447,565,97, which, added to the public money applied to the same purpose, makes $992,222,03, as the aggregate amount of teachers' wages paid during the year. The average monthly wages of the male teachers varies but little from $14,00; while of the female teachers the average is about $7,00 exclusive of board.

The whole amount of public money received and apportioned by the Town Superintendents among all the districts, making the reports required by law, was $732,559,51—of which $539,069,32 were applicable to teachers' wages, and $94,647,10 to the increase of the libraries.

In the city of New-York $90,597,05, and in Kings Co. (Brooklyn,) nearly $3,000 were applied, under special enactments, to the purchase of sites, the building of school-houses, &c.

The whole number of volumes in all the district libraries is 1,038,296; and the Superintendent states that he had taken measures to ascertain the extent of circulation of these volumes, as well as the general scope of their contents. Among the collateral aids of the Common School system, the Superintendent refers, in terms of commendation, to educational publications, lectures, organized associations, occasional conventions of Superintendents, and espcially to "Teachers' Institutes" for improvement in the art of teaching, and thus bearing, to some extent, the character of normal schools.

COMMON SCHOOL FUND.

This fund is made up as follows, viz: bonds for state lands sold, and for loans of the fund moneys; bank and state stocks in which moneys of the fund have been invested; bonds for the old state loans of 1792 and 1808, and for loans in 1840; all which together constitute what is called the "productive fund." The amounts of the several items of this fund are as follows:

	Capital.
Bonds for State lands sold,	$975,711,18
" for Fund moneys loaned,	338,561,87
" for State loans of 1792,	110,671,23
" " " 1808,	214,886,26
" " " 1840,	8,200,00
Shares in Merchant's bank, N. Y.,	52,300,00
" Manhattan company, N. Y.,	50,000,00
Certain stocks of this State,	23,200,96
Cash in State Treasury,	219,384,85
Total productive capital of Fund,	$1,992,916,35

The unproductive portion of this fund consists of the remaining and unsold lands of the state, amounting to 358,000 acres lying chiefly in the northern, or fourth senate district, and estimated by the Surveyor-general at $179,000, or an average of fifty cents per acre.

The receipts and disbursements of this fund for the year ending September 30, 1844, (the close of the fiscal year,) as gathered from the annual report of the comptroller dated January 20, 1845, were as follows:

RECEIPTS.

Balance of revenue in hand, Sept. 30, 1843,		$69,010,68
Int. on bonds for lands,	$60,541,16	
" on loans,	40,125,41	
" on loan of 1792,	6,097,13	
" " 1808,	11,857,02	
" " 1840,	2,533,41	
Rents for lands leased,	328,07	
Dividends on bank shares,	4,079,40	
Interest on stock of the state,	1,360,04	
Amount transferred from general fund for interest on money in the treasury belonging to the capital of Common School fund,	6,905,17	
		133,826,81
Appropriated from the income of U. S. deposit fund,		165,000,00
Total rec's for the year ending Sep. 30, 1844,		$367,837,49

DISBURSEMENTS.

Amount of moneys apportioned and paid out to Common Schools,	$275,000,00
Paid to the Shinnecock Indians, under chap. 148 of laws of 1841,	80,00
Amount transferred to Canal Fund, for interest on certain bonds up to the time of their transfer to Common School fund,	3,738,03
Total Disbursements,	$278,818,03

This sum of $278,818,03 being deducted from the total receipts, say $367,837,49, leaves a balance in hand of $89,019,46, at the close of the fiscal year ending Sept. 30, 1844.

The strict revenue of the Common School Fund proper, excluding all receipts from any

other source, is stated on page five of the Comptroller's annual report, dated January 20, 1845 at $133,826,51; and the productive capital of said fund at $1,992,916,35, as already given in this account.

The CAPITAL of this Fund varies from year to year, not only from new sales of lands of the fund, by which means *unproductive* capital is converted into *productive*, but it varies also in the *form of investment*, from the payment and cancelling of bonds for lands and loans which had been drawing interest, and from the investment of the proceeds of such payments, and of other cash on hand, in new bonds, or other securities.

This account, with the CAPITAL of the Fund for the fiscal year ending Sept. 30, 1844, shows the following results.

Amount of new bonds for lands sold,	$8,186,81
" invested in bonds for Canal Fund lands transferred to School Fund,	8,683,33
" new bonds from Commissioners of Canal Fund for moneys so invested,	23,143,18
" rec'd for principal of bonds for lands,	65,845,06
" " " for loans,	28,763,41
" " " loan of 1792,	2,591,50
" " " " 1808,	4,288,69
" " " " 1840,	25,000,00
" for redemption of lands resold for non-payment of interest,	486,88
" for first payments on new sales of lands,	9,576,22

Of the above items, the first, or new bonds for lands, the amount received for redemption of lands, and the amount of first payments on lands

sold, making in all $18,249,91, go to increase the productive capital of the fund; the small sum of $426,71 being a surplus on resale of land refunded to the person having the claim to said land, after paying the dues to the fund, is the only item of decrease, and being deducted leaves a nett increase of $17,823,20. All the other items only vary the form of investment.

The total amount of the fund at the close of the fiscal year, Sept. 30, 1842, was	$1,976,093,15
To which add the real increase of 1844,	17,823,20
And it makes the productive capital on Sep. 30, 1844, as already stated,	$1,992,916,35

Though this closes the account of the Common School Fund, yet it will be convenient to have, in direct connection with it, a statement of the sums required by law to be raised by the people, for Common School purposes, as the condition of sharing in the distribution of the moneys of the Fund. These sums for 1844, together with the money apportioned from the Fund and otherwise by the State, were as follows:

Amount of public moneys apportioned,	$275,000,00
Equal amount raised by Supervisors, by town tax,	275,000,00
Amount voluntarily raised by towns,	18,000,00
Amounts raised in cities under special acts,	200,000,00
Proceeds of local funds,	18,000,00
Total sum for Schools and Libraries, for 1844,	$786,000,00

LITERATURE FUND.

This fund is devoted to the benefit of the incorporated Academies of the State, as its main object; and its income is annually apportioned among them by the Regents of the University, to whose visitorial authority they are subject; the *actual payment* of the several *quotas* being restricted in each year, however, to such Academies only as shall have made to the Regents the annual report of their affairs and management, as required by law.

The capital of this Fund consists of the following items, as stated in the Comptroller's annual report dated January 20, 1845.

Capital.

Certain stocks of this State amounting in all to,	$117,720,87
100 shares of $60 each in Albany Insurance Company,	6,000,00
579 shares of $28 each in N. Y. State Bank,	16,212,00
23 shares of $20 each in Canal Bank Albany,	460,00
2554 shares of $50 each in Merchant's Bank, N. Y.,	127,700,00
Money in the Treasury,	897,70
Total productive capital,	$268,990,57

To this fund also belongs about 11,000 acres of land unsold, and therefore not yet productive; when sold and converted into bonds it will begin to produce income.

Revenue of Literature Fund for year ending September 30th, 1844.

Balance on hand Sept. 30, 1843,	$17,525,60
Dividends from Bank and Insurance stock,	12,604,26
Interest on State stock,	5,886,08
Appropriation from income of U. S. Deposit Fund,	28,000,00
Total income for year ending Sept. 30, 1844,	$64,015,94

Disbursements for Literature Fund for same year.

Apportioned to Academies,	$40,019,24
Paid for Books,	3,423,03
Paid to Normal School,	20,28
Contingent expenses of Regents' University,	639,51
Year's interest on $4,825 State stock held in trust for Delaware Academy,	289,50
Total Disbursements for same year,	$44,391,56
Balance on hand Sept. 30, 1844.	$19,624,38

CHAPTER XII.

ELIGIBILITY OF IMPORTANT ROUTES.

From New York westward, the traveller, if he wishes to go by the lakes, will take a Hudson river steamboat to Albany, and at Albany a railroad car by the way of Utica, Rochester, and Syracuse to Buffalo; from Buffalo (if he is bound

for the interior of Ohio or the Ohio river) to Cleveland, from Cleveland to Columbus, Ohio, and from Columbus to Cincinnati, which is on the Ohio river. The distances will be seen under the proper head. This is the great northern route to the Ohio river; but should he seek to strike the Mississippi river, say at St. Louis, instead of leaving the lakes at Cleveland, he would continue by steamboat to Chicago and then take stage to Alton, Illinois, and then fourteen miles will bring him to the St. Louis ferry and to the city of St. Louis. In case of high water, which is not to be much depended on, he might strike for the head waters of the Illinois river, and thence by steamboat proceed to St. Louis, or he might strike the Wabash at Lafayette and thence by boating proceed to St. Louis.

Yet if a traveller is destined for the last named city, he will find, first from here to Philadelphia by railroad, thence to Baltimore by railroad, thence to Cumberland by railroad, thence to Wheeling by stage, and thence to St. Louis by steamboat, not only his quickest but his best and cheapest route. If he is bound from here to New Orleans, and takes an interior line, the last named one would be followed, except thus at Wheeling he would take if possible a steamer direct, without going up to St. Louis, which, both ways from the mouth of the Ohio, would be something over four hundred miles out of his way. The usual practice is to take a boat at Wheeling to Cincinnati, and then if no boat is up for New Orleans, to proceed to Louisville,

where one can hardly fail of a direct conveyance at any and all times for the lower country. This route may be put down at about twelve days ; the Atlantic, or as it is sometimes called the great southern route, is about ten days. It is the mail route, and, as will be seen, somewhat the quickest. But it is a very bad route ; the fatigue on the river route is nothing in comparison, for with the exception of about thirty hours, the travel is altogether by steamboat; besides, the river route is the cheapest by at least fifty per cent. Nowhere in the world is travelling so cheap as on our western rivers ; the reason is, that there is no preconcertion among boat owners as to price, and there are almost as many different owners as boats, but to more than anything else probably is this owing that they are all freight boats. Freight is their chief dependence, and they take passengers incidentally. Provision or table supplies throughout this whole section of country, are also very cheap.

A boat for freight, but carrying passengers, it seems to us would be on the Hudson river a profitable investment, built as on the Mississippi, with great power, so that her tonnage would but little retard her speed ; such a boat, by the experienced traveller, would be preferred to one purely for passage, because she would run much steadier, and her cabins and state-rooms being above deck would be far more pleasant. The majority of merchants also generally, find many packages which they would much prefer to take along with them on their return.

Little need be said as to eastern and northern routes, there is but little choice, and the traveller may take the one or the other without any material variation as to time and price.

The thoroughfares of the United States are improving annually, and the facilities of railroad and steamboat travel are now to be found almost everywhere. They are not all, however, yet complete; but the connecting links are in progress, and at an early period to be perfected, when our outspread and far reaching territory will be as it were a compact state, if we look alone to the requisite time of communication as compared with former years. Within the memory of man the distance to Albany has been reduced from three and four days to eight hours, and to other points in similar proportion; for instance, from New York to Cincinnati on the Ohio, from three weeks to four days, this for the transmission of passengers and goods. The communication of intelligence by magnetic telegraph, will be made instantaneous. The latter is an invention which, by suitable arrangements and such improvements as must necessarily suggest themselves, will undoubtedly come into general use as between distant points. In its present condition, if it does not promise so much as the sanguine at first anticipated, it is less owing probably to the availibility of the galvanic power, than the unwise and unbusiness like course pursued in some instances in the construction and management of the lines.

CHAPTER XIII.

CONVENIENT RULES FOR COMPUTATION.

For the computation of interest and any per centums.

Six Per Cent.

Multiply the number of dollars by the number of days, and divide the product by 60, and the quotient will be the interest in cents for the whole time.

EXAMPLE.—What is the interest on $75 for ninety days at 6 per cent. ?

$75 \times 90 = 6750$, and

$60)6750(112\frac{1}{2}$ or $\$1.12\frac{1}{2}$ cents, which is the required interest on the sum proposed. The reason of the rule is obvious. For 6 per cent. is $6 on $100 for one year, one year if we reckon 30 days to the month, and 12 months to a year is 360 days. If it is $6 for 360 days, for one day it will be 1·360 part of $6; 1·360 part of $6 is 6·360 of one dollar, or 1·60 of a dollar reduced to its lowest terms. If it is 1·60 of a dollar on $100 for a day, on one dollar it will be 1·100 part of 1·60, which is 1·6000 of a dollar. Then we see that 1·6000 part of a dollar is the interest on one dollar for one day at 6 per cent., for 90 days it would be 90 times as much, or 90·6000, which equals six one-eighth of a dollar on $\$1.12\frac{1}{2}$ as before; for 7 per cent. add one-sixth of the interest ob-

tained as above to itself, that is, 6).112½(18, 75 × 1.12½, is $1,3125, which is the interest for seven per cent.

For 8 per cent. add two-sixths of the interest found for 6 per cent. or proceeding on the demonstration substituting any assumed rate per cent in the place of 6. It will be seen that this mode of computation is analytic and inductive. It is embodied in the rule as first given, and amounts to nothing more than finding the value of a fraction, the time multiplied into the rate being at all times its value. The pastime of a clerk or the leisure hour of any man passed occasionally in practical demonstrations on various rates per cent., will prove far more efficient than interest tables, and will enable such to compute interest readily and accurately, without anything more than a mental process. Partnership interests, both with and without time, insurance brokerage, and commissions, become the same as interest in computation. One rule, one demonstration governs all alike, is common (in mathematical language,) to them all, and we have given, taking 6 per cent. as a basis, both the application and demonstration.

For further instances 5 per cent. commissions is 5·100 on the transaction, suppose the whole to amount to $500, then five one-hundredths of $500 is what we want: one one-hundredths of $500 is $5; five one-hundredths is five times as much, or $25, and $25 is the commission on $500 at 5 per cent. The same may be said of any other rate and any other sum.

Assessments of Loss or Gain in Partnerships.

The same as we have said is to be observed in computing each partner's share of profit or loss. Suppose A. B. & C. to become partners. A. puts in $500, B. $600, and C. $400, then evidently 500, 600, 400, which is $1,500, is the whole capital stock. Now if they gain, say $500, then $1500 has gained $500, and A.'s $500 of capital must take 500 fifteen-hundredths of the 500 of gain; 500 fifteen-hundredths is one-third, and one-third of 500 is $166\frac{2}{3}$. B.'s 600 of capital must take 600 fifteen-hundredths or two-fifths of the 500, which is 200, and C.'s 400 is 400 fifteen-hundredths, or four-fifteenths of the $500 which is $133\frac{1}{3}$. It is thus to be seen that the same rule, the same demonstration applies to all these different departments, and of course there can be no exception where the required computation is in the nature of a per centum, or more correctly, when a certain given sum of money for a given time gains or looses another certain sum, that then what will another given sum gain or lose in the same proportion.

The astonishing powers of mental calculation so far as they can be traced, are on the above principle of reasoning, and if any one will take the trouble to try the experiment himself, or test it on a youth, he will see that it can be carried easily to a great extent, and is more accurate than the use of the common arbitrary rules, because the mind has always before it the ratinale

of the process, the ready means of demonstrative proof.

CHAPTER XIV.

NEW YORK CANAL TOLLS FOR 1846.

	1845.	1846.
	cts. m.	cts. m.
On flour, salt beef and pork, butter, cheese, tallow, lard, beer and cider per 1000 lbs per mile,	0 4.5	0 4.0
On bran and ship-stuff in bulk, per 1000 lbs per mile,	0 4.5	0 2.0
On pot and pearl ashes, window Glass, or glass ware manufactured in this State, kelp, charcoal, broken castings scrap iron, and pig iron per 1000 lbs per mile,	0 4.5	0 4.0
On sheep skins, and raw hides of domestic animals of the United States, per 1000 lbs per mile,	0 4.5	0 4.0
On household furniture, accompanied by and actually belonging to families emigrating, per 1000 lbs per mile,	0 4.5	9 3.0
On carts, wagons, sleighs, plows, and mechanics' tools necessary for the owners' individual use, when accompanied by the owner, emigrating for the purpose of settlement, per 1000 lbs per mile,	0 4.5	0 3.0
On wool, live cattle, sheep, hogs, horns, hoofs and bones, per 1000 lbs per mile,	0 4.5	0 4.0
On horses, (and each horse when not weighed to be computed at 900 lbs,) per 1000 lbs per mile,	0 5.0	0 3.0
On rags and junk and manilla, per 1000 lbs per mile,	0 4.5	0 4.0

	1845.	1846.
	cts. m.	cts. m.
On pressed hay, and pressed broom corn, and cotton, per 1000 lbs per mile,	0 2.3	0 2.0
On corn per 1000 lbs per mile,		0 3.0
On potatoes per 1000 lbs per mile,		0 1.0
On hemp and unmanufactured tobacco, going towards tide water, per 1000 lbs per mile,		0 1.0
On wheat and other agricultural productions of the United States not particularly specified, and not being merchandize, per 1000 lbs per mile,	0 4.5	0 4.0
On merchandise, per 1000 lbs per mile, viz:		
1. On sugar, molasses, coffee, nails and spikes, iron and steel, and crockery, going from tide water,	0 9.0	0 5.0
2. On other merchandize,	0 9.0	0 8.0
On all articles of the manufacture of the United States, going towards tide water, although they may be enumerated in the foregoing list, per 1000 lbs per mile,	0 4.5	0 4.0

There can be no doubt but this reduction will be the means of directing an increased amount of the great staple products of the West—Flour, Wheat, Beef, Pork, Butter, Lard and Tallow, as well as Hemp, Cordage, Cotton, Cotton Yarns, Tobacco, &c. &c., through the Erie Canal. It is very probable, that the reduction on Sugar, Molasses, Coffee, &c., will enable the growers of these articles, (except coffee perhaps,) to supply the country through the Miami Canal and the Lakes, as far East as Utica, as cheap as they can be supplied by way of the coast and New York city.

CHAPTER XV.

NEW ORLEANS.

The great commercial depot of the Mississppi valley may, perhaps, be best seen through the medium of her trade and population. She has over eleven thousand miles of inland navigation, and is the only outlet of the trade of the West by river navigation.

"In 1718 the site of the town was fixed by the French Governor, Bienville, but in 1785 the total population was only 4,780. In that year it was allowed as a depot for American Goods by the Spanish King. In 1803 it is well known the interests of Louisiana became altogether *American*. The city was incorporated in 1804, and in six years after, its population was 24,352, an increase of three hundred per cent. With the Fauxbourgs and Lafayette, it now extends five miles along the banks of the Mississippi, with a depth of a half mile and more.

POPULATION.

	1810,	24,552
	1815,	32,947
	1820,	41,350
	1825,	45,336
	1830,	49,826
	1840,	102,191
Est.	1845,	160,000

EXPORTS COTTON.

1836, - - -	490,000	bags.
1837, - - -	588,000	"
1838, - - -	738,000	"
1839, - - -	579,000	"
1840, - - -	949,000	"
1841, - - -	821,000	"
1842, - - -	749,000	"
1843, - - -	1,088,000	"
1844, - - -	895,000	"
1845, - - -	984,000	"

EXPORTS TOBACCO.

1836, - - -	41,001	hhds.
1837, - - -	35,000	"
1838, - - -	35,000	"
1839, - - -	30,000	"
1840, - - -	40,000	"
1841, - - -	54,000	"
1842, - - -	68,000	"
1843, - - -	89,000	"
1844, - - -	81,000	"
1845, - - -	68,000	"

EXPORTS—SUGAR AND MOLASSES.

1841—40,000	bbls., say	11,000 Molasses.
1842—29,000		9,000
1843—66,000		12,000
1844—37,000		3,000
1845-104,000		17,000

GOODS RECEIVED AT N. ORLEANS FROM INTERIOR.

1845,	$57,000,000
1844,	60,000,000
1843,	53,000,000
1842,	45,000,000

CHAPTER XVI.

EXPRESS LINES FROM NEW YORK.

Lines.	Where Run.
Livingston & Wells,	Albany, Buffalo, &c.
Virgil & Rice,	Montreal, Quebec, &c.
Adams & Co.,	Boston, Phila. Cincinnati, &c.
Harnden & Co.,	Boston, Liverpool, Paris, &c.
L. Bigelow,	Throughout New England.
Gay & Co,	Boston, &c.
Gorton & Co.,	Newport, Providence, &c.
Sandford & Shoemaker,	Washington. Wheeling, &c.
Livingston & Co.,	Philadelphia, &c.
Greene & Co.,	Wheeling, St. Louis, &c.
Child & Co.,	Portland Bangor, &c.
Phillips & Co.,	New Haven, Hartford, &c.
Thompson & Co.,	Over Western Railroad.
Godfrey,	New Bedford, Taunton, &c.

These lines which have all been organised and put in operation, are found to be of such great utility as to meet with ample support. They are the best convenient carriers by far in the country, where despatch and safety are required.

A. S. BARNES & CO.,

WHOLESALE

BOOKSELLERS & STATIONERS,

No. 51 John-street, (corner of Dutch.)

ALVAH T. HATFIELD,

BOOK-BINDER,

No. 261 Pearl-street.

EZRA COLLIER,

BOOKSELLER & PUBLISHER.

Theological, School, Classical, and Standard

BOOKS,

103 Fulton-street, New York.

PRICES INVARIABLY THE LOWEST.

FRANCIS & LOUTREL,

STATIONERY WAREHOUSE,

No. 77 MAIDEN LANE,

Between William and Gold streets, New York.

LEWIS FRANCIS. CYRUS H. LOUTREL.

Manufacturers of *Account Books*, *Croton Inks*, *Manifold Letter Writers*, (by which the letter is written and copied at the same time,) *Metallic Paper*, *&c.* ☞ Foreign and country orders executed at short notice.

R. C. ROOT & CO.

STATIONERS,

AND

ACCOUNT-BOOK MANUFACTURERS,

No. 152 Pearl-street, corner of Wall.

OILED CLOTHING AND COVERED HAT

MANUFACTORY

No. 252 Pearl-street,

NEW YORK.

The subscribers manufacture and keep constantly on hand the largest stock in the United States, embracing every article in the line, viz:

Oiled Long coats — Oiled Trousers
" Frock " — " Drawstrings
" Jackets — Fishermen's Over Alls.
Covered Palm Leaf Hats.
" Sinnett "
Oiled Southwesters.

We would call the attention of dealers in the above articles to our stock, before they purchase, as we can and will sell cheap.

LEWIS & HANFORD.

SHIRTS.

We also manufacture all kinds of shirts, viz:
Linen bosom shirts all grades and prices,
Fancy shirts " "
Frilled stripe shirts " "
Flannel " " "
Which we are enabled to sell at the lowest market prices.

N. B.—Particular attention given to orders.

J. G. SHAW,

BLANK-BOOK MANUFACTURER,

110 John-street.

THOMAS WOOD

LITHOGRAPHER,

117 John-street, New York.

CAPS.

MICHAEL GOODHEIM

104 MAIDEN-LANE.

MANUFACTURER AND IMPORTER OF CLOTH, VELVET AND GLAZED CAPS.

Fronts, Tassels, Gimps and Cap stock of every description.

Will keep constantly on hand a full assortment of above mentioned articles. Country merchants and cap manufacturers will find it to their advantage to call and examine the above goods, before buying elsewhere.

GRANNISS & GILBERT

WHOLESALE

BOOT AND SHOE STORE,

96 MAIDEN-LANE

Constantly on hand a full supply of fine French boots, gaiters and slippers of the latest fashion.

BURT, SEARS & BURT,

MANUFACTURERS AND WHOLESALE DEALERS IN

BOOTS, SHOES & BROGANS.

BURT, SEARS & Co., 63 State st., Boston.

BURT, SEARS & BURT, 83 Pearl st., N. Y.

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WHOLESALE DEALERS IN

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J. C. MEEKER,
JACOB HERBERT,

J. H. RANSOM & CO.

DEALERS IN

BOOTS, SHOES, LEATHER, HATS, CAPS, &c.,

No. 86 PEARL STREET, AND 54 Water,
(adjoining Pearl street House.)

A. CLAFLIN,

DEALER IN

THICK AND KIP BOOTS, BROGANS, &c.

253 PEARL STREET, (Up Stairs.)

CHAMBERLAIN & GOLDTHWAIT,

BOOT & SHOE DEALERS,

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WHOLESALE DEALERS IN

BROOMS, PAINTED PAILS, CLOCKS,

Wood and Willow Ware, Bird Cages of every variety, brass-bound Pails, Tubs, &c., India and Cotton Twine, Whitewash and Scrub Brushes, Bamboo and Reed Poles,

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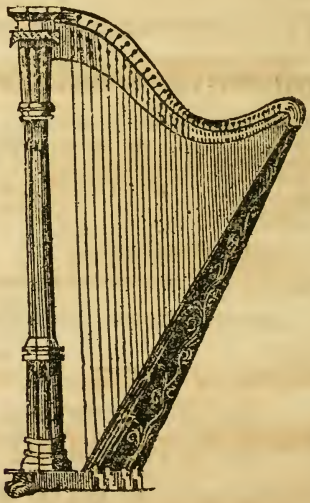

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Messers J. V. & F., invite the attention of Dealers to the above mentioned articles, and feel satisfied that one purchase will secure a continuance of patronage.

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HENRY SHEPHERD,

Broker and General Agent for the Sale of

REAL ESTATE.

A partnership may be either expressed or implied: that is, by a contract between the members of the firm, by which they create a joint interest of capital, or capital and services, or of services alone, and this is generally the case; or it may be a legal inference, that is to say, the parties find themselves partners not unfrequently when they did not so intend; their acts make them such, and subject them to all the legal obligations which obtain against regularly constituted firms.

Obligation of partners to each other.

In case of a written contract as between the partners, they are each and all strictly bound by its conditions. Those conditions may be of any nature or kind supposable. One may agree to service; another to the investment of capital; and another to advise and counsel. And they may agree that the one shall have a small share of the profits or suffer a small share of the loss, or be subject to no loss whatever, and so on, and as between themselves they are bound to a strict compliance according to the expressed terms. The deed of partnership becomes, in other words, a chart which they are bound to follow: if one deviates therefrom, the other may treat the contract as at an end, and go at once to liquidate the matters of joint interest and reduce

them to individual property, in the proportion that each up to that time may have acquired, and in case of loss to pay off creditors and compel contributions in accordance with the terms of agreement.

What may constitute a sufficient cause for one member of a firm to compel the other or others to a dissolution is rather a question of fact than law: yet, the law will not compel a continuance when the manifest object and obvious intent of the parties to the firm are violated, and clearly so when there is a violation of express undertakings. It becomes a question of equity, and a court of equity in sound discretion, on application and cause shown, will step in to aid and settle and divide the joint property according as the justice of the case may turn out to be, by enjoining the partners to act or in any way to dispose of or control the partnership property, except by, and under the decree of the court. This court assumes for the purposes of equitable settlement and distribution the place of the parties themselves, and acts for them in all respects as it thinks they should in law and equity have conducted their business. It sells off the stock in trade, collects dues, pays debts, and finally disposes of the balance to each partner as his separate specific property, and over which he can thereafter exercise his individual control. It will thus be seen that fraud or manifest bad faith of any kind would determine a contract of partnership as between the parties, but it must be also borne in mind that the court will not

sacrifice the interests of the other parties, it will not interfere if such interference will produce a greater loss or be a greater grievance that what it sought to relieve, and mere inconvenience or personal animosities will never constitute sufficient cause.

The powers of, and rights of Partners.

Each partner has the power to buy and sell, and to bind the firm to any extent, the act of one is the act of all, but it must be confined to the business which they ostensibly follow; for instance, if a firm were in the dry goods or iron deal, and one of them should contract for funds in the name of the firm, yet they would not be thereby bound unless it could be shown that they approved or acquiesced to the same, but he would only bind himself. The partners are joint tenants in the stock and effects of trade, during the continuance of the partnership, and each is said in law to be *seized of his own and the whole*, or to drop the *per mi et per tout;* more truly, by being the owner of a part he becomes the disposer at will of the whole. Again, each partner has a specific lien on the partnership stock, not only for his share, but for moneys advanced by him beyond that amount for the use of the copartnership; when an account is taken, each is entitled to be allowed against the other every thing he has advanced or brought in, and to charge the other with what he has not brought in or has taken out more than he ought, and

nothing is to be considered his share but his proportion of the residue on the balance of the account. The lien above named is not considered as attaching to the stock merely, but to everything coming in, in its lieu, during the continuance of the partnership.

Death of a Partner.

In case of the death of a partner the partnership expires; but in some cases when a partnership is entered into for a long term of years there is a clause in the deed empowering the representative of the deceased to carry on the trade for the benefit of his widow and children; in that case, a court of equity will aid in the attainment of the object.

An Implied Partnership.

When two or more persons enter into a transaction by which they are subject to both loss and gain, when they take equally the hazard and can claim equally the gain, in proportion to their investment, services, or capital of any kind, they are in law partners, and as such will be holden in all obligations to those with whom they deal. This very often becomes a question and we have therefore stated the rule distinctly.

Individual Liability of Partners.

Each partner is liable in his individual capaci-

ty for the debts of the firm. The creditor, however, must first exhaust the partnership property, before he can resort to the individual.

The partnership property is not liable for the individual debts of the members of the firm, but the judgment creditor of a member of the firm may subject the partnership interest of his judgment debtor, and compel to a disclosure of, and severance of the same.

From a review of the cases it is apparent that the limitations and restrictions of partners may be carried to almost any extent, but such express limitations must be made known to the parties with whom the firm deal, else they are of no force except as between the partners themselves.

Dormant Partners.

In the state of New York there is an express statute requiring certain steps to be taken, and by which a partner may limit his liability. He is obliged to publish the amount of liability which he assumes at the time of entering into the arrangement, &c., and will not then be held beyond such amount. But the general rule prevails in most of the states, which is, that the liability of the firm attaches not only in part but in the whole to each partner, unless such partner can show that the debt sought to be enforced was contracted with a special notice of his specific limitations. In that case the creditor is bound equally with the other partners to respect such restrictions. There are an almost infinite

variety of questions which arise in the course of trade under partnerships, and they assume every variety, and hence the general standard alone can be always before the mind. Partners embark their interests together. The credit of one is the credit of all, and the credit of the firm is the credit of each individual of the firm; so also each one is bound to make good that credit and all are bound to sustain the acts of one when it has been presumed by those with whom he dealt that they were crediting the firm.

LOOMIS & SHANNON,

ATTORNEYS & COUNSELLORS AT LAW,

AND SOLICITORS AND COUNSELLORS IN CHANCERY.

L. & S. attend in person the City and State Courts both of Law and Equity, give abstracts of Title for City, Brooklyn, and Williamsburg Real Estate, and draft title papers at short notice. Collections made to any part of the State at reasonable rates.

Law business in the States of Ohio, Indiana, Illinois, Kentucky, Missouri, Tennessee, Mississippi, and Louisiana, and Land Titles in Texas, will be promptly and correctly attended to by one of the firm, (Mr. Loomis,) who has been in a large law practice in that part of the country for some years past.

Advice and directions given as to the law of those States as correctly as though a local lawyer was consulted.

Office 69 NASSAU ST., (southwest cor. of JOHN.)

J. V. LOOMIS,
R. H. SHANNON.

Robert H. Shannon, Commissioner to take acknowledgments of Deeds, &c., for the State of Maryland.

PROMISSORY NOTES OR NEGOTIABLE PAPER.

Any written agreement not under seal whereby it appears that there is a promise to pay to bearer or order a specified amount, is a Promissory note. If A. makes a writing requesting or commanding C. to pay to his order the sum therein named, or to pay to the order of some other person named, it is a draft, such an instrument is frequently called a Bill of Exchange.

The Promissory Note contains a promise to pay. The draft contains a request to pay, and this if followed out into all the relations that their different characters indicate, will make a great difference in the law as applicable to their use.

For instance, the Promissory Note which is payable to bearer, is good against the payor in the hands of any one; it is an obligation of the payor which the law presumes he intended to pay to whoever might present it; if it is payable to order the name of the payee, if written on its back, is considered such order, and no one can sue on such paper unless the same is endorsed, and also such endorsement is the only way by which it can be assigned so as to vest the interest in the holder, and these endorsements, if made before it was due, bind each endorser to his and all subsequent endorsees. The same may be said of a bill of exchange or draft. This is the nature and character of commercial paper. But in case of a failure of the original payer, then the respective endorsees who have become liable

by such endorsements must be notified of such non-payment.

And such notice must be made at once; if otherwise the endorsees are exonerated. That is, always on the third day after the time in which on its face it purports to be due. Thus it is requisite if a note is payable 90 days after date that 93 days after date, i. e., on the 93d day you notify the endorsers; if the notice should be one day earlier or one day later it would be of no avail, because it must be done when the note in law is due, and not before or after. If the endorsers live in the same place where the note is payable, such notice must be by a personal service; if they live a post from that place, proof of putting such notice in the Post Office properly directed is sufficient, and it is the same as it regards all negotiable paper, the doctrine of notice is very plain and the propriety of it most obvious, for the fact that the paper has passed through various hands, (is liable at least to do so,) implies also that at each endorsement, some consideration also passed, and if when due it is not paid, new measures will be required to get back the equivalent of such consideration and for which the paper promise had up to this time been a substitute.

Immense losses annually occur by the faith placed in negotiable paper; great convenience also is realised by its easy conversion from hand to hand. One note may make many payments in this way, but if it turn out finally, that the note itself is unpaid, they are all to pay over

again. It is, in fact, no payment in law, but an evidence of an agreement to pay throughout.

In case that any one prefers to be responsible only to the original payee, the instrument should be drawn payable to him in a peculiar way. That is avoid a note or draft; take care that it is not payable to *order* or *bearer* for a note as follows is not a negotiable note.

Three months after date I promise to pay A. one hundred dollars. *Signed B.*

This is nothing more than an account stated; it is not an instrument within the meaning and intent of a note of hand; if any other person sue on said agreement to pay, he must do so in the name of B. for his own use, subject to such set-offs and defence as it may have against B. It is a chose in action and not assignable and no better than a book account, except that on proof of signature in a suit by A. the debt is established, it is an acknowledgment that so much at its date was due from B.

We might much enlarge this chapter with usefulness to the business man, but space forbids. It is not so much generally an actual ignorance of the law on the part of merchants, as a want of confirmation that what they suppose it to be is really true; we are at a loss to know why every counting room does not contain the outlines of the law, merchant insurance, &c., if for no other reason than the instruction of the junior members and clerks, those who are fitting and shortly to take the place of the more experienced. Merchants there are, who can instruct

common lawyers in these branches of jurisprudence. And by a little attention to the books and decisions of our courts, they would be amply able to counsel, not only themselves, but their neighbours. The day-book and ledger are not enough to make a merchant; he must have information on all those laws of trade and customs by which every mark of the pen is tried. Besides this he would be able to select his practical lawyers, in cases where he needed their services, with discrimination. It is notorious, and we call on the intelligent members of the legal profession, to those who have seen suit after suit won or lost, and the same one won and lost several times over for confirmation of what we say, that it is not so much the law's blame as the ignorance of the law by those who pretend to have mastered it. How often do we hear the lawyer say to the merchant *your case is perfectly clear; no doubt of it at all*; before he has really heard the whole story. We should doubt even Daniel Webster, or Horace Binny, if they should be so didactic in a common case were we consulting them. The fact is, that *the lawyer* will not venture his opinion without weighing well the stated facts. He has the law at his tongue's end, it may be; but what of that? It is but the nine digits, and he knows that every combination of facts, like figures, will produce a different result, and he will cautiously weigh the matter before he pronounces. He makes and tries the case in his own mind, and that result is his answer, whether it is against or for his own, or client's interest and wishes.

EXTRACTS FROM THE ANNUAL REPORT OF THE CITY INSPECTOR OF THE CITY OF NEW YORK, FOR 1845.

This is a very interesting and we think able public document; disease and death are greatly averted, no one doubts, in crowded cities, by judicious sanatory measures. Such measures in New York are not carried to any great extent; there can hardly be said to be a system, by which the general health of the city is regularly reported. The death room is alone reported. Our authorities (which means strictly the people,) have considered it enough to "be in at the death," without setting medical sentinels on guard, to prevent by proper and timely precautions the insidious and fatal enemy of man in his approaches. The noisome cellar, the noxious cispool, the pestilential vapors of impure rotting dock timbers, the garbage which the poor are from necessity obliged to throw into the streets to rot and decay, load the atmosphere with noxious gases. In short the report touches on many interesting points of cleanliness and health; among other things it says: "Our grave yards and places of interment of the dead require some notice at my hands. In many, probably all of the grounds used for this purpose, it is wholly impossible to conform to the law requiring the corpse to be interred at least six feet below the surface; this is in consequence of the same ground having been used for many years for the

deposit of human remains, and layer upon layer of such remains have been made until it has become impossible in many instances to go half the depth required by law; and in a porous and open soil like that of this Island, offensive and unwholesome exhalations will inevitably find their way through the ground to the surface, and thus vitiate the atmosphere—it has been my intention to give the subject of burying in large cities some considerable attention, but the short time which has transpired since my appointment has not enabled me to pursue the matter as thoroughly as it was my intention to do. On this subject Professor Hosack, says:*—'I do not consider it indispensably necessary either for the comfort or the health of the inhabitants that this custom should be altogether prohibited; but I would recommend that interments should be exclusively confined to public and private vaults, and that no grave should be permitted under any circumstances; for such is the loose texture of the soil in our grave yards where this mode of burial is practised, that as soon as the decomposition of the body has begun, the gasses which are extricated will find egress and mix with the atmosphere, rendering it more or less offensive and impure, and consequently a medium of spreading contagious diseases that may be introduced within the sphere to which such impure air may extend. Another measure calculated to counteract offensiveness in vaults, and to absorb and decompose the impurities that they

* Dr. Hosack's Medical Police.

may contain, will be, to cover the floors with a stratum of lime several inches in depth, and to cover the walls with the same material.'

"The propriety of establishing free baths in our public squares has been advocated in many of the public papers and also in official documents; I conceive that the establishment of bath houses entirely free of charge for admission, would involve the necessity of leaving them without the proper and necessary care and superintendence, and probably lead to evils greater than those experienced by the want of them; I therefore submit to your honorable body, as an experiment, the propriety of erecting one or two public baths in convenient situations and placing them under the charge of competent persons, and a nominal price only asked for admission; the expense need but be trifling for the erection of suitable buildings, the water would cost nothing, and perhaps the smallest coin known in our circulation (to wit, one cent) may afford sufficient revenue to pay for the proper superintendence and other necessary expenses of the establishment.

Another very important subject, which I think should claim the immediate attention of the public authorities, is that of securing to the people good and wholesome meat. I am well aware that laws exist prohibiting the sale of meat in our markets and stalls after having become putrid or tainted, but the unwillingness of the people to purchase under such circumstances is of itself almost a sufficient protection. A greater

evil, however, and one more to be dreaded, is the introduction in our city of cattle that are diseased, or have been attacked with diseases vitiating their flesh; an evil which cannot, when dressed and offered for sale, be detected by the buyer or most scrutinizing observer. It is a well established fact, that for many ages, and almost in every country, malignant and contagious diseases have been known to exist among cattle fatal to themselves and pernicious to man. These diseases have, with but few exceptions, never been regularly classed or treated of by writers, farther than to make mention of them as epidemics, or as pecuniary losses sustained by the husbandmen. In the "Encyclopedia of Practical Medicine," however, is to be found an accurate description of several of these diseases, and of one particularly of more recent date which prevailed among the cattle in Germany, known by the name of *Milzbrand*. Christison, in his valuable work on Prisons, makes mention of it, and describes it, (see Christison) as a constitutional and epidemic malady which prevails sometimes among cattle on the continent to an alarming extent, and is characterized by the eruption of large gangrenous carbuncles on various parts of the body. This distemper has the property of rendering the solids and fluids poisonous to so great a degree that not only persons who handle the skin, entrails, blood, or other parts, but even also those who eat the flesh are apt to suffer severely.

The affection thus produced in man is some-

times ordinary inflammation of the alimentary canal or cholera, and commonly proves a disorder precisely the same as the *Pustule Maligne*, but most frequently of all, an eruption of one or more large carbuncles resembling those of the original disease of the cattle. It is often fatal. The carbuncular form has been known to produce death in forty-eight hours. I have selected this disease from many others described, from the circumstance of its resemblance to one peculiar to our own country, which is very malignant and very fatal. This disease has upwards of a century existed among the cattle in the Western sections of the United States, and is known by the name of the "*Milk Sickness*," the cause of which has not yet been ascertained. It prevails in certain districts of country, and affects alike beef cattle, horses, sheep, &c. It has been called by some the "Falling Sickness" as it frequently manifests itself by the animal falling on the road; from which fact it will appear that excitement or exercise hastens the developement of the poison. The purchaser, in making up his drove for the supply of our markets, avails himself of this circumstance as an additional test of their soundness. According to Dr. Graff, a distinguished Physician, residing in the neighbourhood of these infected districts, whole families have been swept off at once who have partaken of the flesh of beef contaminated with this poison. He further states that the entire inhabitants of villages have in consequence of the frequency of death among them, been obliged to abstain from

animal food altogether, or abandon their homes and locate elsewhere. Cheese or butter made from cattle affected with this disease are known to be very pernicious, and when taken to any extent frequently prove fatal. He cites several instances where the fact became known to him of deaths occurring in Chilicothe, Louisville, and St. Louis, from eating cheese, butter and beef, coming from the infected regions.

In accounting for the large bill of Mortality for the past year, two circumstances must be taken into consideration; the principal of which, is the excessive heat of the last summer; during the latter part of the month of June, all of July and August, the weather was excessively hot, and during that period it is, that the greatest mortality occured; the increase was chiefly in the congestive diseases, Apoplexy, &c., and the sudden debilitating effects of the heat upon the nervous system of adults, with but a slight increase of intestinal disturbance; while among children, large numbers were swept off by complaints of the stomach and bowels, such as Cholera Infantum, Diarrhœa, &c. Consumption has increased 253 since 1844; Cholera Infantum has been more fatal to infants than any other single cause, exceeding the deaths by Hydrocephalus 81---notwithstanding many of the returns of death from this latter cause, were adults; Scarlet Fever has decreased 162; Delirium Tremens shows a slight increase, and Intemperance a small decrease; it is more than probable that the number reported from these causes falls short of the

actual number, and are ascribed to other causes, such as affections of the brain, liver and lungs; with the exception of Consumption, Cholera Infantum, Small Pox, and Scarlet Fever, (which has decreased,) the various diseases bear about the usual proportion to each other."

"*Consumption.* There is no doubt that the number of deaths ascribed to this complaint is greatly exaggerated, and that it is often used as a term of convenience; frequently as a cloak for ignorance of the true cause; and thus this common disease is made the scape-goat for many others, swelling the list of this dreaded malady, and placing undeserved odium upon our City. The proportion of deaths reported as Consumption to the whole number, is about 1 in $6\frac{5}{8}$; deducting the still-born and premature births, and the deaths from Casualties, &c.; from the whole number, the proportion of deaths to the number of living, according to the census of 1845, is as one in $38\frac{51}{100}$."

"*Small Pox* commenced to be so formidable that it was considered epidemic in the month of March, continuing to spread from the above-mentioned time; the Resident Physician, A. F. Vache, M. D., promptly called the attention of the Board of Health to the subject, who wisely provided means to arrest, as far as practicable, the progress of this loathsome and fatal malady, making provision for the appointment of Vaccine Physicians in each of the Wards, for the purifying of the tenements where it existed, and removing as far as possible, persons labouring under the

disease, &c. There is little doubt that these measures were instrumental in checking its violence and extension, but not in wholly eradicating the disease. It has been suggested to me, that the employment of a permanent Vaccine Physician in each of the wards, for the benefit of the poor, would be of great value to the City, and tend to impress more strongly upon the minds of our citizens of all classes, the importance of vaccination and re-vaccination as the best and only means of protection; and when we consider that we are seldom, if ever, entirely free from the pestilence, the suggestion appears to be entitled to favourable consideration. The whole number of deaths from this disease during the year is four hundred and twenty-five."

"The whole number of deaths reported to this Office during the year ending the 31st of December, 1845, is 10,983, being an increase over the year 1844 of 2,028, and the largest number ever reported since a record of deaths has been kept in this City; of these, however, 132 died in other places, and were brought to this City, either for interment here, or to be passed through the City to be interred in some other place, for which latter purpose, a certificate of the corpse removed has to be filed in this office, and permission obtained for their transportation out of the City. The actual number of deaths within the City and County is 10,051—the whole number of interments is 9,564—the number of removals from the City for interments is 1,419.

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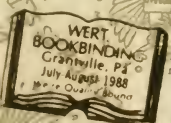
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